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WHAT I SAW IN TEXAS.

BY JOHN W. FORNEY.

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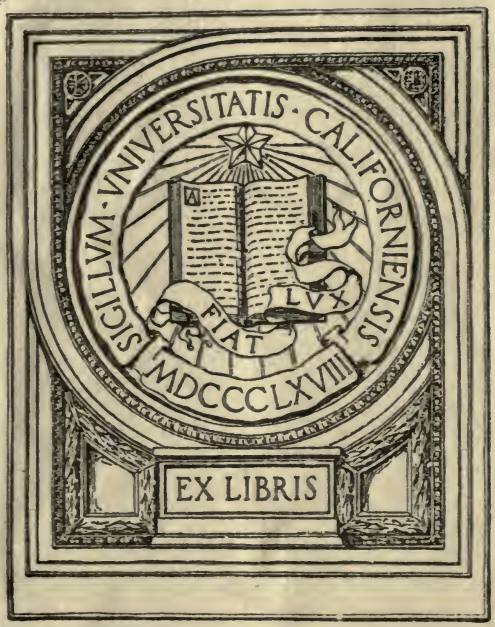

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EL PASO
PECOS
PRESIDIO
TEXAS AND PACIFIC RAILWAY
TRANS CONTINENTAL
TEXAS & PACIFIC RAILWAY
TEXAS CENTRAL
INTERNATIONAL
HOUSTON & GT. NORTHERN
AUSTIN BRANCH
TEXAS & NEW ORLEANS
N.O.M.&T.
CAIRO & FULTON
MISS. OUT. & RED RIVER R.R.
VICKSBURG & SHREVEPORT R.R.
Red River
Fort Worth
DALLAS
Jefferson
Kaufman
Canton
Trinity River
Corsicana
Brazos River
Colorado River
Hearne
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Helena
Goliad
Victoria
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Aluces River
Houston
GALVESTON
Longview
Marshall
Hamsville
Sabine River
Trinity R.
Rio Grande
El Paso
River Pecos

U. S.
ACADEMY OF
PACIFIC COAST
HISTORY

What I Saw in Texas

If ever I envied a genius like George S. Hillard, of Boston, whose six months in Italy I have just read for the third time, and whose descriptions of the scenery and the habits of the people of that beautiful country recur to me as so many pictures of unrivaled loveliness, I should now wish to be clothed with his peculiar faculties. Only such gifts could do justice to my experience of the last two weeks in Texas. If it is true that one likes a man better after he has quarreled with and been reconciled to him, then the recent differences between the sections confer upon the Northern visitor to the South unusual advantages. There is an evident disposition on both sides to please and to be pleased. We saw human nature at its best, and the favorable impressions left upon our party were due in a large degree to the courtesy and cordiality with which we were welcomed by those who were accustomed to regard the most of us

AS THEIR ENEMIES.

I wrote at length of Shreveport in my letter of June 22, (published elsewhere in this pamphlet). An inner view has given me a more favorable idea of its people and its resources. As the eastern terminus of the Texas and Pacific Railway, with prospective connections with lines looking to New Orleans, St. Louis, Memphis, and Vicksburg, it is one of the most important of all the Southwestern cities, certain in the course of time to be a large and influential place. Claiming a population of some ten thousand, and lately declared by Congress

A PORT OF ENTRY,

it is a large depot for the transhipment of cotton. In 1870, 111,688 bales were received at Shreveport, to 104,776 bales in 1871. Nearly all of this vast supply is conveyed by ox-teams, which land their freight at Long View, on the Southern Pacific Railway, 66 miles distant. 316,094 packages of merchandise were received at Shreveport last year by the Red river boats, and were sent into Texas. The total value of its exports was $7,263,000, the sales of merchandise $6,639,060, and the value of real estate $4,607,326. It has insurance companies,

gas works, passenger railroads, manufactories of ice, breweries, saw-mills, etc. The people are kind and hospitable, the leading citizens

INTELLIGENT AND PROGRESSIVE,

the schools and churches creditable. The cost of living is high when we consider how easily the necessaries of life can be procured. Buildings command in some cases a rental of $4,000 per year for business purposes. There are three daily newspapers, two of them Democratic and one Conservative, and a weekly Republican. During the last year ninety-nine new dwelling houses were erected, twenty of them costing from five to ten thousand dollars each. The bulk of trade is by the Red river. In 1870 there were 388 arrivals, embracing a tonnage of 89,113 tons.

EXCELLENT STEAMBOATS

run between New Orleans and Shreveport, and between St. Louis, Louisville, Cincinnati, and Shreveport, and freights to New York, Philadelphia, Boston, Baltimore, Pittsburg, and Louisville, are tributary to these lines. 29,855 head of cattle and 3,690 sheep were shipped from Shreveport during the last year. The style of living is comfortable among the people, and in many respects luxurious. The entertainment given to our party by George Williamson, Esq., was equal to any at the best houses in Philadelphia, and exceptional in all the fruits of the season, including ripe figs, oranges, melons, and bananas. Here we saw for the first time, what afterwards became quite familiar to us, a series of

MOVING FANS

suspended over the dinner table, kept in motion, sometimes by the hostess, who sits at the head of the table, but more frequently by a servant who stands at her back, thus maintaining a pleasant current and saving the guests from the annoyance of flies. The surroundings of Shreveport are beautiful, and many of the residences finished and commodious.

THE COLORED PEOPLE

are happy and comfortable, hard at work, contented with their lot, and though all Republicans, kindly tolerated by their heretofore white superiors. The truth is, whatever may be said to the contrary, the freedmen are rapidly improving, and are assisted by the benevolent white men

A STRIKING SCENE

took place just before we reached Shreveport, when the Lotus No. 3 hauled up to discharge a large quantity of corn for the use of the hands who lived on the plantation of Colonel Cummings, a wealthy planter before the war, and still a man of substance, who was among the passengers. The colored population

rushed forward to greet him, several of the picanninies were stark-naked, and they were only made conscious of their condition by the laughter of the passengers. Colonel Cummings works his vast estate on shares, and told us that most of his people were doing well, and comfortable. Similar cases were mentioned, all going to prove that the negroes of the South are an industrious and improving race. We left Shreveport early next morning, for Marshall, Texas, some fifty miles distant by the

TEXAS AND PACIFIC RAILWAY,

in a beautiful new car constructed at the company's shops at Hallville. The road was in capital condition, and we made the trip in a little more than an hour. At Marshall, which is the legal initiative of the Texas and Pacific road, Colonel Scott has determined to establish the great work-shops of the company, and for that purpose has secured some sixty acres of land in a contiguous body, and a donation of $300,000 from the county. The place differs entirely from Shreveport. It is rather a collection of country seats than a town. Almost every house is surrounded by a lot adorned with trees and flowers. The streets are broad and spacious, and the population somewhat exclusive. The public men are known for their talents and culture. Marshall is the county seat of Harrison, was long the residence of the celebrated Louis P. Wigfall, and a favorite resort of the lamented Thomas J. Rusk and General Samuel Houston. That fine jurist, Hon. L. D. Evans, Chief Justice of Texas, lives at Marshall. It was refreshing to find

A FIRST-CLASS COUNTRY BOARDING-HOUSE

in charge of Mrs. C. B. King, who welcomed us with kind hospitality and whose dinner was a perfect specimen of domestic cookery, not less agreeable because served in real Southern style. While here I had a call from the Republicans, white and black—bright, intelligent, resolute men. They also interviewed Colonel Scott, who gave them a kind hearing and showed a deep interest in their welfare. Here, as all over Texas, we were met with the usual complaint of the scarcity of labor; and when it was announced that from two to three thousand mechanics and laborers would finally make Marshall their head-quarters when the great road was being built and in operation, the assurance was greeted with great enthusiasm. Few of the white men have been reared to hard work. Accustomed to the large profits resulting from the growth of cotton and to the habit of producing nothing else and buying all they need, it will be something of a trial for them to emulate to the healthy practices of the North; but they seem resolved to make the effort and right glad that this opportunity is at hand. A body of

SKILLED WORKMEN

in any town is a sort of college, operating as an example to idlers; and thus it may be that in the course of a few years the youth of Marshall will imitate the

successful mechanics of the North, not simply in the character of their work, but in physical and scientific education. The population of Marshall ranges from 3,000 to 5,000. Its lawyers are men of eminence, and it boasts one Democratic and one Radical weekly paper. The court-house, a fine brick building, is situated in the midst of a public square, in the neighborhood of a large new hotel, and this square is surrounded by stores and business houses. It has a

FAIR GROUND

in the vicinity, of a number of acres, with commodious buildings and facilities for showing horses and agricultural productions to advantage. Fairs are among the modern indications of progress that have become numerous since the war. Here, and at nearly every point of our journey, we met mutilated Confederate soldiers, and I was much impressed by their civil manners. The vote of the county is 2,770 colored to 1,041 whites.

One part of our programme was a

JOURNEY TO JEFFERSON,

some sixteen miles distant, overland, where Colonel Scott had a hearty welcome. The population turned out *en masse* to greet him, including the firemen and bands of music and peals of artillery. A brilliant ball took place in the evening in honor of his arrival, which he and his friends attended. Jefferson is the county seat of Marion, has a population of probably twelve thousand, and a rapidly increasing trade. The vote stands 740 whites to 1,361 colored. It sends to New Orleans 100,000 bales of cotton annually, besides beef, tallow, wool, etc., and needs railroads, not simply to increase its commerce, but to bring in emigration. Now its only outlet is by the Cypress bayou, which connects it with the Red river by second-class steamers for a portion of the year, while all its cotton must be

HAULED IN BY OX-TEAMS.

Jefferson is directly on the main line of the Texas and Pacific, and connects Marshall with the Trans-continental and the eastern terminus at Texarkana. When this is built, as it will be within the next fourteen months, the vast products of the interior will be brought in and sent forth in incalculable profusion.

THE CLIMATE

of this part of Northern Texas is delightful. In summer the heat rarely reaches 80 degrees, and it is hardly cold enough in winter for snow. The bottom lands produce about a bale of cotton, or forty bushels of corn to the acre. They are well supplied with timber—pine, cypress, walnut, oak, and ash. We saw Kelley's iron works, seven miles from Jefferson, and found him manufacturing superior hollow-ware—his cooking stoves equal to any of our best in Philadelphia. The iron deposits on his property are inexhaustible, and the quality of the ore superior. Mr. Kelley started on small means, but has pushed himself into quite a business.

In addition to iron, lead, and copper, we found here several mineral springs. Schools are good, churches numerous, the society excellent. Colonel Scott presented his proposition to the people, and met a cordial and hearty response. Here again I met my Republican friends, and found them satisfied with their condition. I also met the Republican editor and the leading Democratic editor, and had a pleasant interview with both. The committee sent from Jefferson to Shreveport to meet Colonel Scott, headed by Judge Macadoo, including Captain B. F. Grafton, Colonel Clay Hynson, Mayor Craig, and others, would have done credit to the corporate authorities of Boston. Jefferson deserves to be called

THE PHŒNIX CITY.

It has several times been destroyed by fire, and has arisen from its ashes, not in frame, but in stone and iron. There is considerable rivalry between Jefferson and Shreveport, but as Texas holds out both hands full to her children, there is plenty for all. I do not know a more thriving town in Pennsylvania, not even in the oil regions, than Jefferson. One curious feature about these Texas towns is the luxurious habits of the population—especially of those in trade. You find the best wines in their stores, every variety of canned fruit, and ice, either carried direct from Boston or made on the ground, as at Shreveport; and it is not difficult to trace the source of these habits to the monopoly of the growth of cotton in the long years past, and to the dependence upon that product alone. Now,

WITH DIVERSIFIED INDUSTRY,

and an equally diversified agriculture—all of them rendered necessary by the introduction of new vitalities and the increase of railroads—cotton will no longer dominate.

We returned to Marshall in the evening, and Colonel Scott closed his negotiation with the authorities there. The next morning we took the train for Hallville, in company with Colonel Volney Hall, late vice president of the Southern Pacific, to whom we have been greatly indebted for constant kindness and courtesy. He accompanied us through Texas on the stage line, and seemed to be a great favorite with the people, among whom he had many acquaintances.

COLONEL SCOTT

took a rapid survey of the shops at Hallville, and gave orders for their removal to Marshall, after which we enjoyed an appetizing breakfast at the residence of Mr. Dickson, superintendent of the line, not less agreeable from the presence of his accomplished lady. The bounty of Providence, poured down in such profusion upon Texas, is not always accompanied by good cooks, so that an exceptional meal gracefully served comes in to

LEAVEN DISSATISFACTION.

Ten miles more carried us to Long View, the end of our sixty-six miles by rail. Now we are two hundred miles from Fort Worth, the terminus of the upper

branch of the Southern Pacific Railroad. Now we leave the rail for the common road; the locomotive and the steamboat for the stage; five hundred miles a day for forty. The change is great, the way before us rough, but new scenes will compensate for tedious progress and hard staging.

GENERAL DODGE,

our keen and experienced engineer, with his two assistants, takes the lead. We follow, six in a stage-coach drawn by four horses, and three of us, Colonel Scott, Mr. Walters, and myself, in a light Texas wagon drawn by a pair of ugly, yet, as the result proved, sure-footed mules. Many horsemen "lope" by us in the Texas uniform, every one mounted on the Spanish or Mexican saddle, with a pommel on which to rest the hands and to fasten the lasso when in pursuit of wild cattle or horses. It was Sunday as we took the road, and many of both classes, chiefly, however, of the colored people, rode by on their way to worship. We drove a long distance through splendid groves of hickory, pine, post oak, and *bois d'arc*, giving promise of abundant supplies for the railroad, especially for bridges and ties and houses. There was a wondrous variety of tropical foliage. Now and then we passed

A LOG CABIN,

sometimes without shutters to the windows, and almost always without glass. Occasionally a fine plantation would look out upon us with a friendly glance, with a cotton planter on the porch surrounded by his neighbors, and when we stopped to water the greeting was cordial, and the inquiries many. They seemed to know that "Colonel Scott was coming," and were all glad he had taken the enterprise in hand. We followed the line of the road closely—so closely, indeed, as to be directly upon it frequently. Inconceivably lovely is the country it enters. On all sides were fields of dark-green corn, cotton growing rapidly into blossom, wheat and oats harvested and ready for the sickle; and fruits of all kinds were abundant. It was a rare treat for us to pause, after pulling through the deep sand and heavy mire of the forest, and drink in the magnificent prospect.

Our progress began with Harrison county, of which Marshall is the county seat, extending into Smith, Upshur, Vanzant, Dallas, and Tarrant. Along the whole route uncultivated lands can be purchased for two dollars, and the best for

EIGHT DOLLARS AN ACRE.

Much of our ride was toilsome. We had heavy work to get over deep morasses, and sometimes had to tear through the roughest roads. Frequently we had to go a long distance for water; but had we known how you in the East were suffering from sunstrokes—the molten sun pouring down on your devoted heads, in such cities as Washington, New York, and Philadelphia—we had not longed for home. We suffered little or nothing from the Southern sun; and when, at the end of our first day, we entered Tyler, we were hungry enough to enjoy

the direst fare, and tired enough to sleep on the hardest floor and to bid defiance to the mosquitoes, which, however, visited us but rarely. Tyler is the county seat of Smith, with a thriving population looking forward to the completion of our railroad, which passes through its northern townships. The whites are in the majority. People have to

WAGON THEIR CROPS

fifty to a hundred miles to the nearest depot, at Long View. Fine farms can be bought here for three dollars an acre. Timber can be purchased at the saw-mills for fifteen dollars per thousand feet, but the cost of transporting it to the railroad is so great that it sells at from fifty to sixty dollars a thousand at the depot. When the railroads are finished lumber can be had as cheaply in Texas as in almost any of the Northern States It is only necessary to remember the enormous cost of transporting the cotton, corn, lumber, and other materials, to see the crying necessity for railroads.

After a sound sleep Colonel Scott roused us at dawn, and, at the end of a pleasant ride of twelve miles, we entered one of the sweetest of villages, named

MOUNT SYLVAN,

where a luxurious breakfast was spread in a little house, presided over by Mrs. Dollahite. No catfish and waffles at the Falls of Schuylkill, near Philadelphia, could have been more delightful—nay, not even the luscious repast of Taft, near Boston, nor yet the far-famed feasts at the High Bridge in New York, could have been more toothsome. We were now on the Memphis and El Paso stage line, under the charge of Major Wright, chief manager, whose efforts to contribute to our comfort we shall always gratefully remember. It was interesting to watch his attention to his horses and his guests, especially when we remember that this line traverses over seven hundred miles through varieties of climate and peoples. Now that the old stage-coach days have passed away in the East, I like to sit and study the institution on the great frontiers of the Southwest, and to listen to the quiet humor of the driver, the quaint expressions of the passengers, and the numerous incidents common to such a life. We reached the county town of Vanzant, Canton, late in the evening, grateful that we had escaped with whole bones, for our equanimity was sorely tried during the memorable experience. Vanzant is called in derision the

FREE STATE OF VANZANT,

because of its hard fares and harder thoroughfares, but, notwithstanding bad roads, the fields around us were bright with cotton and corn, the people happy, and everybody full of expectation about the railroad Cultivated lands in Vanzant are worth four dollars an acre, and unimproved one dollar. Provisions—all the farmer wants—can be had at very low rates. Little or no feed for the stock is needed in winter. One man can easily clear from three to five hundred dollars

a year by farming, with nothing but his own hands. The vote here is 748 white to 148 colored. Our landlady at Canton, Mrs. Young, was a young woman from Indiana, blessed with a husband who came from near Fairmount, Philadelphia. She had certainly bloomed into a thoroughbred

TEXAN MATRON.

We had now accomplished some eighty miles, and next morning at daybreak started for Kaufman, one of the most fertile counties in Texas, called after David S. Kaufman, of Cumberland county, Pennsylvania. The soil was a black sandy loam, immensely productive. It averages from twelve to fifteen hundred pounds of seed cotton, from twenty-five to forty bushels of corn, fifteen bushels of wheat, twenty to twenty-five bushels of rye, and from forty to sixty bushels of oats to the acre. The best of these lands could be bought at from fifty cents to one dollar and a half an acre before the war; now they average from three to twelve dollars. Corn sells at $1 per bushel, wheat $1.50, oats 75 cents, rye 75 cents. The average price of labor here, as in all the counties along the line of our road, is twenty dollars per month in specie and found. Here let me remark upon the damaging effects of hard money currency in Texas. After leaving Shreveport the first question put to me was,

"HAVE YOU ANY SILVER?"

Answering in the negative, I was admonished that it was necessary to provide myself with coin. Of course, labor is plundered all the time. While you buy this coin at ten per cent., what you purchase is generally twenty per cent. in advance of that which you can procure elsewhere; or, in other words, if you buy in greenbacks they deduct twenty per cent. The vote stands 873 white to 191 colored.

After pulling through some twenty miles of sand and morass, we gradually ascended the plateau and for the first time met

A TEXAS PRAIRIE.

I wish I could fitly describe the scene and its effect upon my companions. As I have since noted by the Philadelphia and New York papers, you were then smitten down in the streets, or driven into your homes, by the dreadful heat, yet here, twenty-five hundred miles from Philadelphia, in the extreme Southwest, we rested our horses and mules upon an elevation which commanded a prospect unspeakably glorious. Far as the eye could reach there was nothing but living green interspersed with groves. Herds of

CATTLE, OXEN, AND HORSES,

were browsing on the rich pasturage, their flowing manes and tails waving in the free air. I felt as I have often felt, after leaving Philadelphia on Saturday

afternoon for the healthy breath of old ocean at Cape May, Atlantic City, or Long Branch. We literally bathed in the wholesome atmosphere. A striking contrast was presented between our trying rides over rough roads and the heavenly zephyrs that coursed around us on this peerless prairie. Not the level and carefully macadamized paths of Fairmount Park at Philadelphia, the Druid Hill Park at Baltimore, nor the Central Park, New York, surpass these natural boulevards. Differing from the Western prairies in the fact that they are still undisturbed by population, save where here and there some

ENTERPRISING SETTLER

has already built his home, as if to wait for incoming population, you ride on and encounter an occasional grove of well-watered timber. In the distance there is an abundance of the famous Cross Timbers, which, beginning at the north, run through this great empire in vast broad belts. Here, as well as afterwards, when we coursed over the prairies leading into Kaufman, between Kaufman and Dallas, and between Dallas and Fort Worth, I felt that Texas was, *above all, the home of the white man.*

There is a theory that in the other Gulf States, lassitude, enervation, and indifference to toil, are so many results of the intense heat, and that no white man can perform the labor essential to the development of that section; and I met a gentleman in New Orleans who predicated on this theory the dogma that gradually the whole of these States would be absorbed by the African race. But here, in Texas, with its healthy solitudes, its broad, life-giving prairies, its diversity of climate and productions, its wheat and cotton, its sugar and its corn, its coal and its iron, tobacco, and every variety of vegetable, we have the assurance of a future which should invite to its alluvial soil millions of the multitudes of the earth. This, indeed, is

THE COUNTRY OF THE WHITE MAN.

Our driver, an enthusiastic Confederate, polite yet somewhat scornful of Yankees, seemed glad to see us, and told us after our raptures over the first prairies, that he had a place to show us that he regarded as God's own land. He pointed with his whip, saying, "That is it," as we entered Seyene, and it was a picture indeed worthy the pencil of a Claude or a Salvator Rosa; and yet, like all these magnificent stretches, waiting for the foot of progress and the hand of labor. Many other spots, not less sweet and inviting, greeted us, like "Garden Valley," a cluster of lovely hill and prairie, where we gathered some delicious plums as we watered our horses in the groves.

At last we drove into Kaufman's, and had a hearty welcome and a sound sleep, though our landlady, Mrs. Gibbs, thought that instead of thirty-five miles to Dallas, we should prepare ourselves for a good round forty.

Early next morning, called up as usual by the chanticleer voice of Colonel Scott, we had another prairie ride into Dallas, one of the chief points of the

Texas and Pacific line, where we found our friends in waiting, and were regaled in the evening by a serenade and a pleasant interchange of compliments.

FROM SHREVEPORT TO DALLAS.

If a Pennsylvania farmer, anxious to select the best location for his sons, had gone forth to Texas to lay down the line of the Texas and Pacific Railway, he could not have chosen a more delightful section than that traversed by Colonel Scott and his companions, between Shreveport, Louisiana, and this very town of Dallas. It is the seat of the county called after our Pennsylvania Vice President, and like most of these Texas towns, has a good deal of the cosmopolitan character. You meet people from all countries and from all the States—the German, Scotchman, Frenchman, and I talked with many Pennsylvanians. We met the editor of the *Herald*, Mr. Josselyn, who, although a stalwart Democrat, I suspect will never support Greeley, and Judge Hart, of the District Court, who was born at Marietta, Ohio, and at fifteen years old helped to pull and pole a boat along the Ohio to the Red river, a distance of more than a thousand miles, with his mother, brothers, and sisters on board, his journey consuming over four months of time. He, unlike Josselyn, is a Radical, and is as much respected as if he belonged to the dominant party. Dallas votes 1,242 whites to 424 colored.

The Crutchfield House, at Dallas, is a good hotel, and would be much better if the proprietor can induce the authorities to remove the offensive "range" along the Trinity, which is not only a disgrace to the town itself, but will most certainly breed a pestilence unless it is incontinently removed.

Colonel Scott made his arrangements with the people of Dallas. His proposition was accepted by the authorities. $100,000 was voted to the railroad, with land for the depot, and right of way through the town; and their action has since been ratified without a dissenting voice by the people. Here we met Governor Throckmorton, and enjoyed his society as far as Fort Worth in a prairie ride of indescribable interest.

FORT WORTH.

But who can do justice to Fort Worth, where the two branches, the Transcontinental and the Southern Pacific road unite, and form one line, the Texas and Pacific, stretching thence to El Paso, and afterwards through the Territories of New Mexico and Arizona, thence to California and the harbor of San Diego? I know of no panorama equal to it. Fort Worth was originally constructed by Major General Worth, and was for a long time the extreme frontier settlement in the State of Texas. It was erected for the purpose of protecting the citizens of that section from the depredations of the Indians. They have not ventured near the town for the last ten or fifteen years. The Government forts and forces have been removed to the frontiers beyond, while civilization holds the boundaries it has conquered. We met many of the first settlers in this splendid region, and could easily imagine how the red men fought to hold it against the whites.

The fort has been entirely dismantled and converted into a comfortable dwell-

ing-house. The town of Fort Worth contains some twelve or fifteen hundred inhabitants, several churches, good schools, and a large court-house, in the centre of the plaza, constructed of yellowish limestone, resembling Joliet marble. It remains in an unfinished condition. Fort Worth is beautifully situated on a broad plateau. Immediately on its northern and western borders are the waters of the Clear Fork and West Fork rivers, which here unite and form the Trinity. The banks are steep and precipitous, one hundred and ten feet in height, covered with luxuriant foliage.

The prospect from this plateau is grand beyond description, decidedly the finest we enjoyed during our visit to Texas—especially in the western direction and the course pursued by the Texas and Pacific Railroad. For fifty miles away there lay stretched before us a succession of cultivated lands, interspersed with belts of timber, wide expanses of prairie lands with the natural grass, and in the dim horizon, so far off as scarcely to be distinguished from the clouds themselves, a succession of lofty mountains. The hotel accommodations at Fort Worth need to be greatly enlarged, but there are comfortable private dwellings, and the citizens are kind, courteous, and hospitable. The breezes at this elevation far surpass anything we experienced.

Fort Worth is a city set upon a hill, and as the point of junction between the two branches of the Texas and Pacific, is particularly enviable, inasmuch as from this locality the Grand Trunk line to the Pacific will be projected and pushed. Lands in the vicinity of Fort Worth have been selling at exceedingly low prices, but they will be greatly enhanced on account of its proposed railroad facilities. During the last year 500,000 head of cattle were driven through Fort Worth on their way to Missouri and Kansas, and as we left the town we met a single drove containing 1,250 head.

TEXAS TREES AND FLOWERS.

It would require the pen of an experienced and practical botanist to describe the numerous varieties of trees, plants, shrubbery, and flowers peculiar to this section, and to mark the different species as we gradually approach the tropics. I mentioned in one of my former letters that as we entered New Orleans we found the jassamine, the oleander, the palmeda, the sago palm, the banana, the orange and lemon, the fig, the pomegranate, the wild plum, and the plantain; the crape myrtle was of frequent occurrence wherever any attempt was made at cultivation.

In the swamps and morasses the palms grew most luxuriantly, while clusters of waxen pond lilies floated gracefully on the surface. The trumpet flower, or American creeper, clung to hundreds of trees, and the blossoms attained a far richer depth of color than in our Northern climate. Our ride on the Mississippi afforded a magnificent sight. We noticed hedges eight or ten feet high, and of dense foliage, composed entirely of what they call the Cherokee rose—resembling the white tea rose—perfectly hardy, and a perennial bloomer. The magnolia grandiflora tree grows very large, and as we passed along its blossoms emitted a

delicious perfume; and noble lawns fronting the levees, and connected with grand old plantations, were adorned with clusters of crape myrtle, oleanders, magnolias, and jessamine, and orange and fig trees in endless profusion.

The variety known as the *Fig Celestia* is just now in season. It requires a cultivated taste to appreciate the fig. It is considered a great luxury by the Southerners, but to a stranger at first seems insipid. When the outer coating is removed, however, and it is served with sugar and cream, the flavor is greatly improved, and after one or two trials, and just as we were bidding farewell to Louisiana, we found ourselves readily acquiring a fondness for it.

The oleander flourishes in extraordinary luxuriance in the city of Galveston. It borders the sidewalks, and thousands of blossoms of the double-pink variety are to be seen on a single tree. The white species is also a favorite in this locality.

The rose tree and the Cape jessamine are peculiarly adapted to this sandy soil, and a bouquet can be gathered in the open air at almost any period of the year. The China tree, or Pride of the South, is a great favorite in this locality. It is of a dwarfed and bushy growth, blooms early in the season, and is just now loaded with seed pods. On the prairies we noticed the musquite tree. Its foliage is light green and feathery. It bears a bean pod, which is said to form an excellent substitute for bread, and is relished by both man and beast. The mustang grape flourishes luxuriantly in the swamps and lowlands, and we noticed many large clusters of unripe fruit. The prickly pear, a variety of cactus, is found in abundance, and hundreds of varieties of flowers are to be seen on every hand. Among these, I may mention white and crimson poppies; a magenta-colored thistle of rare beauty and endless profusion; a new variety of the lupin, of flesh color, tinted with scarlet, delicate white blossoms of various kinds, yellow and pink star flowers, great clusters of the blue verbena, petunias of many colors, the coreopsis, portulacca, blue lilies with brown and golden centres, the standing cypress plant with great spikes of scarlet-colored blossoms, the passion vine covered with bloom, daisies, marguerites, and asters, and many other specimens of floriculture with which I was not familiar.

Delighted as we were with the glorious wealth of flowers, we were informed that it was too late in the season to see them in perfection. During the latter part of May, and from that time to the middle of June, it is said the prairie presents the appearance of a vast flower garden. Most of these plants seed profusely and annually multiply themselves almost indefinitely, while others are perennial in their habit. The Commissioner of Agriculture at Washington could do nothing better than to send agents to the Texas prairie to gather seeds and plants, instead of importing them from abroad.

The variety is quite as extensive as those we now secure from the foreign markets, and there is no doubt the most of them would readily adapt themselves to the latitude of the middle, Western, and Northern States.

FAREWELL TO DALLAS.

On the morning of Saturday, the 29th of June, we bade farewell to Dallas,

and, after a charming ride of seven miles across the prairies, arrived at Trinity Bridge, the terminus at that time of the Texas Central Railroad, but it is expected that in a few weeks the iron-horse will force his way to the enterprising city we had just left. It was a refreshing sensation to see a railroad once more, and, although we were ahead of time and the train had not yet arrived, we felt that we would soon be whirling our return to Philadelphia. In a few minutes a hand car made its appearance, propelled by colored convicts from the State Penitentiary at Austin. Some fifteen or twenty stalwart negroes were engaged on the road at this point, carefully guarded by two white men with loaded rifles, and they appeared to be perfectly happy and contented—doubtless preferring exercise in the open air to the atmosphere of a Southern prison. I understand it is quite the custom in the Southwestern section to employ convicts on public thoroughfares. The State receives so much per day for the labor of these convicts, and they in turn reduce their term of imprisonment if they behave themselves properly.

At half-past 12 o'clock the train arrived, and we soon shipped our numerous packages and were traveling rapidly onward to Corsicana, some fifty-five miles from Trinity Bridge. Our path still lay through the prairies, but civilization followed the iron rail, and settlements were started at many points along the line. Emigrant wagons, drawn by five or six yoke of oxen, were often seen, and here for the first time we saw the cotton plant in full bloom. Encampments were noticeable, and rude frame tenements offered entertainment for weary travelers. Many cattle were feeding on the prairies, and they scampered away when warned by the fierce shriek of the locomotive—a sound to which they had evidently not yet become accustomed.

Steaming along at a very rapid rate late in the afternoon, the check string was pulled suddenly, the train stopped, and looking from the rear of our car some one exclaimed, "Here is a case." The passengers alighted, and after going up the track for a hundred feet we saw a man lying with his head resting against the iron rail. To all appearances we had crushed him. But waking him from a sound sleep, he raised himself, and, leaning upon his one arm—the other having long since been amputated—he exclaimed: "Go on with your train, it is none of your business." He had lain down between the cross-ties, and was perfectly unconscious of the narrow escape he had made, and was indignant at having his nap disturbed.

We reached Corsicana at five o'clock in the afternoon, and here we enjoyed a most agreeable surprise in the shape of a magnificent Pullman palace car, which had been placed at our disposal, and which was then making its first trip over the Texas Central. It was built in Pennsylvania, and was an exceedingly creditable specimen, including all the recent improvements, with side-lights for the benefit of those who desire to read in the evening. This is the first Pullman ever seen in Texas. We were brought near to home by finding the New York and New Orleans papers of a very recent date spread before us. Northern ice was in the water-cooler, and we soon forgot the inconveniences and annoyances

we had endured, and doubly enjoyed the comforts by which we were surrounded. It was accordingly near nine o'clock in the evening when we reached

HERNE,

the junction of the International and Texas Central Railroads. Here we were met by Mr. H. M. Hoxie, the obliging and efficient superintendent of the International, and escorted to his pleasant house, near the depot, where a sumptuous supper awaited us. While we remained at table the party was so quiet and so busily engaged in discussing the good things set before them that conversation flagged, and our chief felt constrained to apologize to our accomplished hostess for our apparent indifference. The best evidence of our appreciation, however, was found in the eagerness with which we disposed of her tempting viands, and Mrs. Hoxie herself appeared to consider this a sufficient compliment.

Herne has become quite a city within a year and is destined to grow rapidly. Here we met a well-known Pennsylvanian,

HON. GALUSHA A. GROW,

president of the Houston and Great Northern Railroad, a work which he is earnestly pressing forward, supported by the confidence of the whole people. His agreeable, frank, and sincere manners, have made him quite a favorite.

Greatly refreshed by the kind treatment we received at Herne, we again entered the sleeper and rode to Hempstead, where we took the railway leading to Austin, the capital of the State, arriving there about eight o'clock in the morning. Austin is nobly placed on seven hills, and its surroundings are beautiful. It has many handsome buildings, and the hotel accommodations are excellent. Colonel Scott and two of the directors of the road, and General Dodge, called on Governor E. J. Davis at the Governor's mansion, a splendid edifice on a fine eminence, literally embowered in a natural conservatory of choice trees and flowers, several of which—the "umbrella China," for instance—were indescribably lovely. He is a tall, fine-looking personage, about forty-five, and talks and demeans himself like a gentleman. He gave us a gracious welcome, and hailed our road as the permanent redemption of Texas. He looks like a resolute and fearless man; and many oppose him, yet everybody says he is perfectly incorruptible. We spent Sunday at Austin, and started for Houston at eight o'clock in the evening. We arrived at

HOUSTON

at eight o'clock on Monday morning, and were at once driven to the Hutchins House, a brick hotel of large dimensions, which we understood had been built and paid for with Confederate currency. The proprietor raised all his fruits and vegetables in a garden near the hotel, and his success was the best proof of the adaptation of the soil to the varied fruits of the earth. Four leading railroads meet at and diverge from Houston. It is a substantial-looking city, and has many enterprising inhabitants. Yellow fever has not visited this section of Texas for

several years, although every season the people naturally anticipate its arrival. The disease has been carefully studied, however, and professional nurses generally succeed in saving lives when the patients are taken in time. The most intense heat prevails between the hours of nine in the morning and two in the afternoon. After that a delicious breeze springs up, and the nights are nearly always cool and comfortable.

The Hutchins House is called after W. J. Hutchins, vice president of the leading railroad of the State, the Houston and Texas Central—a Northern man, but for thirty years a resident of Texas, where he has acquired a large fortune. He was especially attentive to Colonel Scott, greeting him in the new Pullman car, and extending liberal courtesies to his associates. He is a man who would make his mark anywhere. I wish I could refer personally to the good men of my profession who called to me on my way through Texas. They were of all sides in politics, and did not care whether I agreed with them or not. Tracy, of the Houston *Union*, I found an especial trump, and I was glad to see that—though as resolute and radical as myself—he had the good will of all parties. He is a belligerent Grant man; talks right out in meeting; gives blow for blow; and thinks Texas was the first thing created after God made Heaven, herein slightly differing from General Sheridan's epigram.

The scarcity of wholesome and palatable drinking water is one of the greatest drawbacks to Southern Texas. In many places the springs are impregnated with salt, alum or copperas, and in some localities entirely unfitted for culinary or drinking purposes. These difficulties are obviated, however, by the introduction of large cisterns, which have been generally adopted by all who understand the secret of making themselves comfortable. Each house has a cistern attached, and the winter rains only are carefully collected. In many instances they pass through a filtering apparatus filled with charcoal. With the first advent of spring, or as early as the first of February, the cistern is closed. The water undergoes the process of fermentation, after which it becomes as clear as crystal. It is palatable even without ice, but with it is fully equal to, and, indeed, surpasses most of the water used in Northern cities. Artesian wells are, however, frequently sunk, in nearly every case with marked success. We remained in Houston till half past ten o'clock, when we took a special train for Galveston, some fifty miles further South. Almost the entire distance was across the prairie, which is very thinly settled, and but few attempts have been made at cultivation. The whole expanse is used for grazing purposes, and subsists thousands of cattle. Whirling rapidly along, we noticed the prairie on fire, and clouds of smoke ascended in the distance, while the flames eagerly licked the dry, parched grass, and moved on with resistless fury. Superintendent Nichols was in charge of the train, and did everything to render the trip a pleasant one. We approached Galveston over an arm of the sea, by a bridge of piles nearly two miles in length, and greatly enjoyed the view here afforded of its magnificent beach, which is said to be twenty miles in length, and has been pronounced by old salts the finest in the world.

Among the many agreeable new acquaintances none seemed so much like an old friend as General R. D. Nichols, president of the Galveston, Houston and Henderson Railroad, who lived at Galveston, and who treated us with a princely hospitality, made more delightful by his natural *bonhomie* and his lively interest in the progress of the times. He was born in New York, and has grown to fortune in Texas. He lives in true Southern style, and seems to have all his old slaves about him, who look up to him no longer as a master but as a friend.

We regretted our inability to visit

SAN ANTONIO,

which is said to be one of the most unique and interesting cities in the southwestern section of the Union. It was more than eighty miles distant from Austin, the nearest point, and the journey would have to be performed by stages over a very rough road.

TO ANXIOUS INQUIRERS.

What has been printed in THE PRESS about my trip to Texas has overwhelmed me with inquiries. I can neither answer my correspondents nor my visitors. I knew how much interest was felt in the Southwest, but I did not know how many of our best people would like to go there, the followers of Col. Scott, as artisans and farmers. Let me repeat to these that Texas, of all the Southern States is

THE WHITE MAN'S COUNTRY.

It has a territory of 280,000 square miles of arable land. Its climate, especially along the line of our road, is healthy. After you leave Galveston there are no epidemics. I never saw stouter men or women than in Northeastern Texas. A person desiring to visit Texas, starting from Philadelphia or New York, can get there (Texas) for about $80; Philadelphia to New Orleans, about $40, and from New Orleans to Galveston, $18; or if he prefer to go by the Red river the cost would be a little more. With $200 in his pocket he can see all the points of interest. A recent Texas writer says: "Men with families, who only have means to bring themselves and families to Texas, need not fear to come. The great mass of men here arrived without means. A man who is willing to labor can get provisions advanced, and any man setting into work can get dry goods on credit until the close of the season. In two years any energetic man can make money enough to buy such stock as are needed on a small farm, when the 'newcomer' can buy a small piece of land on credit, and in two years be independent. His stock growing around him without cost, winter or summer, his current expenses after the second year can be met without using the means resulting from the farm."

ADVICE TO YOUNG FARMERS.

There are ten thousand young farmers in the Middle States who could do more for themselves and for their country by acting on these suggestions than by any

other venture. They must not be afraid of social ostracism. Let them go out as Republicans or Democrats. Nobody will harm them so long as they are not reckless or foolish. They need not go out to advertise their politics. They should be firm and fearless, and then nobody will interrupt them.

THE CROPS FOR 1872.

The crops of cotton, corn, wheat, oats, tobacco, sugar, rice, oranges, and potatoes this year promise amazing results. What adds to the value of this knowledge is the fact that labor is paid. As I saw in one stretch of country between Brashear City and Algiers, Louisiana, sugar, cotton, rice, oranges, bananas, figs, and in Texas, on one plantation, corn twelve feet high, three ears to a stalk; cotton, a bale to an acre, wheat, rye, all in full promise of overflowing coffers, the thought first in my mind was, that labor got its share of the profits, and that ownership was not only not less rich, but far more happy.

Our Democratic friends in Texas generally go for Greeley, and are a little intolerant against those who do not. Now and then a fine fellow like John D. Elliott, of the Austin *Tri-Weekly Gazette*, a corrugated Democrat, swears hugely that he won't support Greeley. But I suspect by this time he has swallowed the philosopher.

At Dallas I met Mr. Wegenfarth, an intelligent German, who was going to Wichita, in the Indian country, to establish a German colony—a bright, brave, cheerful fellow. He starts on the 15th of August; I gave him a letter to General Belknap asking for an escort.

GENERAL W. H. EMORY.

We met General W. H. Emory at New Orleans, now in command at New Orleans—a ripe fruit of half a century's sun and storm in the national service. With all my regard for the volunteers, there is something in an old-fashioned fellow like Emory that captivates me. These regulars have a sort of sturdy impartiality as between factions—an iron devotion to country—that makes them a kind of supreme court in affairs. He was most welcome to Colonel Scott as the officer of the Government who made the original reconnoissance, and was the commissioner for running the very boundary which is now an important part of our line to the Pacific.

TEXAS TIMBER.

The forests and belts of timber interspersed with the prairies of Middle and Western Texas present a great variety of lumber adapted for fuel and shipbuilding and railroad purposes. Nearly all the oaks so common to our section grow luxuriantly in Texas. In addition to these the live oak is found in abundance in the coast counties, much of it within the reach of tidewater navigation.

Vast forests of pine on the Sabine, Angelina, and Nueces rivers will yield almost inexhaustible supplies of tar, pitch, and turpentine for the commerce of the world. Directly on the line of the Texas and Pacific Railway, the post oak and cross timber lands are of frequent occurrence. These woods are close grained, tough, and durable, and specially useful for cross-ties and for heavy tressel-work, etc. Hickory, cypress, ash, poplar, beech, cottonwood, and the swamp willow grow spontaneously, affording an ample supply for fuel.

INCIDENTS OF TRAVEL.

Our trip was full of incident. The meeting with Governor Throckmorton was a pleasant surprise. As a director of the Texas and Pacific he was most useful. He knows the State as "the seaman knows the sea," and is a rare popular favorite. His sketches of past history—his anecdotes of Houston and Rusk—his Indian legends—his magnetic humor—made him a rare addition to our little party. Throckmorton, like all the rest, fought in the Confederate service, after having boldly resisted secession as a State Senator. Like General Houston, he believed nothing but disaster would crown the rebellion. Houston refused to the end to take the Confederate oath, for which he was deposed from the office of Governor of Texas, the last office he held. I found his name a talisman everywhere. Every reference to him in my speeches touched the hearts of my audience. He died at Huntersville, Texas, July 25th, 1863, aged 70, but not till he had warned his friends against the madness of the rebellion. Had he not been wise and prudent beyond most men, there would have been a civil war in Texas, as there were thousands of Unionists ready to rise for the old flag; but his counsels restrained what would have been an unspeakable calamity. Throckmorton was sent by President Davis into the Indian country to form a treaty with the red men, and earned the sobriquet of "Leatherskin" from his suit of buckskin, presented to him by the far-famed Elias Rector, of Arkansas, one of the old-time Indian traders. He remained with them for several months, down to the collapse of the Confederacy. His descriptions of their life would fill a volume with romantic adventures. One incident he relates with peculiar gusto: Three friendly Indians, a brave and his two young wives, who had been active in restoring some white captives, called to see "Leatherskin" at his home in Collin county. The chief was particularly struck with his likeness in one of the Governor's full-length mirrors, and insisted upon taking his hat as a memento, while the females were as urgent to be dressed like the ladies of the family, even to hoops and bustles. They were gratified, and bore their new burdens with commendable gravity.

POLITICS.

Everybody talks politics in Texas. You can no more avoid air than political discussions. I found that I was quite well if not favorably known, and generally

had a salute after this fashion: "I remember you well when you edited the *Union* at Washington and the *Pennsylvanian* at Philadelphia, and saw your change into a Republican with regret." To which I always answered: "And I now have to return your compliment, as I see you all going over to Mr. Greeley, the oldest, and ablest, and fiercest of all the Republicans." A hearty laugh followed the retort, and copious inquiries about Uncle Horace. They are not quite sure of him, but "anything to beat Grant." Before the war a number of lawyers, on their overland way to Austin, got into a high controversy about the issues of the hour, and as they stopped to water their horses they concluded they would ask the first person they met how he felt on the subject. At this moment a long, tow-headed youth of about seventeen came out of one of the cabins, and the question was put to him. It was evident that he could neither read nor write, yet his reply was indignant and quick: "All I know about it is, that I'm damned if I aint going to have my rights in the Territories."

CARPET-BAGGERS.

Hatred of carpet-baggers is intense, but not logical. They forgive in an instant when the objectional person turns over to them. They have completely pardoned A. J. Hamilton since he declared for Greeley, just as they have taken the latter into their confidence, and when we first entered Louisiana they were terribly severe on Governor Warmouth; yet, as we passed through New Orleans on our return, we found them much moderated in view of his declaration for the Sage of Chappaqua. Governor Davis, of Texas, is still under the ban, and likely to remain so, as he is a stern friend of Grant.

ROBERT E. LEE.

General Lee's likeness is in every house. He is the cherished idol. Sometimes he is side by side with Washington; but I saw Jefferson Davis nowhere but in one restaurant at Galveston. He seems to have fallen under a cloud.

STUDIES FOR THE ARTIST.

Had the artist of our party not been better employed, he could have gathered many subjects for his pencil. Some of the pictures that passed before us were unique and beautiful. One hot afternoon we halted to rest and refresh ourselves at a log cabin in a grove on the brow of a prairie. A likely woman with a lovely child sat on the porch and handed us her gourd to dip the water from a well on the premises. She was surprised at our display of ice, and said this was the first she had ever seen. Innocent and ignorant, herself and child were fair types of frontier simplicity, and her little house was neat and clean. As we paused in this solitude two hunters rode in from the near thicket, and halted to have a look

at the strangers. Each had his rifle, and, as they sat on their horses, with their long guns laid over their Mexican saddles, their broad sombreros, leather leggins, and tightly-girdled blouses, they looked as if they had come to have their portraits taken. After a steady stare they rode rapidly away Another day we came in upon quite a cavalcade of sportsmen with their dogs, horses, guns, and provisions. They were just entering on a scout for deer, of which, they told us, there was a great abundance. Summer is the season for this pastime and venison steak in July is a delicacy much prized.

ANECDOTE.

I was a good deal amused one day by a friendly dispute between two Democrats on the labor question. How to get people to do the work is a problem hourly debated. "Why," said one of them, "while we white men are talking about labor the negroes are doing it. Here now is Texas, with her three hundred thousand bales of cotton every year, more than two-thirds of it made by the darkey. Let us put our own shoulders to the wheel, and do justice to those who, with all their faults, are our best friends." There was an Attic salt in the point that gave it an epigrammatic flavor.

CHINAMEN.

There are several thousand Chinamen in Louisiana. Some of them are on Oakes Ames' extensive plantation, near New Orleans. They are good hands, but keen after their interest, and ready to demand an increase of wages on any pretext. In the counties of Smith, Tyler, Van Zant, Dallas, Collin, Tarrant, the whites predominate, and there the work is done mainly by them; but the reliable field-hand is the negro everywhere. The one fact that more cotton has been produced since the war than ever before, and commands higher prices, concludes all controversy as to the usefulness of the colored man.

MECHANICS WANTED.

The absence of skilled mechanics in the South is one of the bad results of slavery. At McComb City, Mississippi, on the line of Colonel McComb's railroad, all the workmen in the shops are Northerners. They are decent, intelligent men, and must, by their industry and good habits, exercise a good influence on the community. Every person with whom I talked acknowledged that until the South entered upon a regular system of manufacturing, it cannot assume and hold its just position. As Throckmorton said in his great speeches at Dallas and Fort Worth, if Pennsylvania can do such marvels with her cold climate, long winters, and comparatively sterile hill-sides, what may not the South do with her superior capacities? Throckmorton was an Old-line Whig, and don't forget the protection

ideas of Clay and Webster. They have everything to make manufactures profitable.

RAILROADS IN TEXAS.

Nothing is more interesting than the growth of railroads. In 1830 there were but 23 miles in operation in the United States; in 1831, but 95; in 1840, 2,818; in 1850, 9,021; in 1860, 30,635; in 1870, 53,399. Of these, Texas had in 1871 only 711 miles. Now when we consider that Texas embraces a larger extent of Territory than all New England, New York, New Jersey, Pennsylvania, Maryland, Delaware, and East and West Virginia combined, and possesses advantages of soil and climate, herein imperfectly referred to, it is easy to realize how rapidly must be the increase of its railroads.

The Texas and Pacific Railway now consists of what was heretofore known in the State of Texas as the Southern Pacific Railroad, starting at Shreveport, on Red river, extending West, between the 32d and 33d parallels across the State of Texas, and thence across the Territory of New Mexico and Arizona, on or near the line of the 32d parallel to Fort Yuma, on the Colorado river. Crossing the river at that point it enters the State of California, and goes by the most direct and practical route to the harbor of San Diego, on the Pacific coast—the road heretofore known as the Trans-continental Company, chartered by the State of Texas with the view of taking up the old grants in connection with the Memphis and El Paso, commencing at Texarkana in Texas, which is near Fulton on the Arkansas line, and extending from Texarkana west, through the counties of Bowie, Red river, Lamar, Fannin, Grayson, Collin, Denton, and to Fort Worth, in the county of Tarrant, where it intersects with the main line, as above described. These two lines are again connected by a line from Marshall, in Texas, by way of Jefferson to Texarkana. The connections formed at Texarkana will be by the Cairo and Fulton line, by way of Little Rock to Memphis, Cairo, and St. Louis. At Shreveport the main line will connect with the Vicksburg and Shreveport line—thus affording an outlet to the Mississippi river, and by means of the Vicksburg and Meridian road, with all the lines running through Mississippi, Alabama, North Carolina, South Carolina, Georgia, Virginia, Washington, Baltimore, Philadelphia, and New York. It also connects at Jackson, Mississippi, with the Mississippi Central line to New Orleans, Cairo, St. Louis, Chicago, Louisville, Indianapolis, Cincinnati, and all points east by the New York and Pennsylvania lines.

[For a general understanding of this description see map.]

The other system of roads in Texas at present consists of the Texas Central, commencing at Houston and extending north to Dallas, and thence to the Red river, where it will form a connection with the Missouri, Kansas and Texas line to St. Louis, Chicago, and all the lines tributary thereto. The Texas Central also has a line connecting Houston with Austin, the capital of the State. From Houston also starts the Houston and great Northern line, which is extended north also by a line running to the Trinity and Sabine rivers; and these lines it

is proposed to run from Houston up to the Red river, being the northern boundary line of Texas. Intermediate is the International, and a road also commencing at Texarkana and going southwest through the State to Austin and thence to the borders of Mexico, is now projected. These lines are all under progress, and will be completed within the next few years.

From Galveston to Houston there is a line of road fifty miles in length, which connects with these various systems and gives them an outlet to tide water at Galveston harbor. From thence a line is being constructed to San Antonio. Another line is also being constructed by the Morgan interest of New York, from Indianola to San Antonio.

These various lines comprise the system of roads in Texas, as now being constructed. A line is also about to be commenced from Houston to New Orleans, which will afford an outlet for the Texas Central, Houston, Great Northern, and the International to the harbor and commerce of New Orleans. Another line is projected and will certainly be built, from Shreveport to New Orleans, by way of Baton Rouge, which will form a direct outlet for the Texas and Pacific line to New Orleans. It will be observed that all the lines running from Galveston and from the northern boundary to the Texas and Pacific line will gradually form important connections with all of them for the interchange of traffic.

GOOD-BY TO GALVESTON.

At Galveston we had a most cordial reception. The citizens, headed by the Mayor, offered Colonel Scott a dinner, which he declined, but took a rapid survey of the harbor, and aided them by many valuable suggestions. Galveston is one of the points that must be reached by the Texas and Pacific Railway through its numerous connecting lines, and when the obstacles to its commerce are removed, as they will be, we hope, by the generous aid of Congress, it will become, what it ought to be, the greatest of the ports on the Gulf of Mexico, largely aiding in the development of Texas, especially in the matter of immigration.

From this you will see that Colonel Scott's Texas and Pacific will shortly have connections with St. Louis, New Orleans, Vicksburg, Memphis, and Galveston. In a few weeks workmen will be engaged along the line from Long View to Fort Worth, and in a little more than a year the Texas and Pacific will be in connection with all these cities.

MANUFACTURES IN TEXAS.

I have already referred to the necessity of manufactures in Texas, and to the incalculable advantages offered to capitalists and mechanics. Especially in cotton fabrics could large fortunes be made. One experienced citizen says that such enterprises could afford to pay double prices to labor, and yet sell their goods lower than those made in the North, and I heard one intelligent resident of Marshall say, that with the assurance of responsible associates he would put $20,000 into such a project at that interesting point. Marshall is not any more

favorable as a location than many others I could name. The growth of cotton of the county (Harrison) is 20,000 bales a year, and its fine climate, good lands, and even health, will make it a most favorable locality for that and every kind of manufactures.

THE INDIANS.

We got close to the seat of the Indian country, and heard many rumors of their threats and atrocities. The ripe judgment of experienced Texans is all against the humanitarian policy. They assert unhesitatingly that a fighter like Sheridan or Custer, or a frontiersman like Ford, is a far better instrument than any of the Northern philanthropists. "One regiment of Texans taken from the region near the Indians," says Col. Turner, of Marshall, "is worth an army of regulars. They know the habits and haunts of the tribes, and they could strike them so fast and fatally, in the event of their disturbing the peace, that they would be compelled to yield." I heard some stories of the barbarities of the Indians on the people of Texas that were so fearful in all their nameless horror that I shudder at the mere allusion to them. Neither age nor sex is spared. Death is the quick doom of the men and worse than death that of the women. The railroad, however, is the greatest of civilizers. It removes a thousand obstacles, and none feels it so soon or yields before it so sincerely as the savage. The locomotive is so much more rapid than the cavalry or infantry, that they regard it at last as a messenger that can neither be defied nor defeated. The Government has furnished Col. Scott with ample protection for our engineers and workmen. Statesmen must feel that the Texas and Pacific Railway is of infinite consequence as an economic measure. It will pay back in the mere saving of expense to keep down the Indians, millions of money, while it will open millions of acres now swept by these wild men of the desert to millions of athletic whites.

THE MINERALS OF TEXAS.

God, in his generosity, seems to have given a share of all of his best gifts to Texas. It is the vestibule of rich Mexico, and the Texas and Pacific Railway may be called the key; all that is now needed is a firm, bold American hand to open the door to the countless treasures so long kept from the world at large, and as yet scarcely touched by civilization, and only partially known to science. There are no such riches near the termini or in the neighborhood of any of the other transcontinental routes. But before we reach Mexico let us look at the minerals of Texas itself, most of which are in the direct line of the Texas and Pacific Railway. The iron of Burnet, Llano, Lampasas, Mason and McCulloch is of four species—magnetic, spaltic, specular, and hematic; much of it adapted to steel. I have already spoken of the ore at Kelley's works, near Jefferson. They claim to have discovered a superior anthracite in several counties, and have sent specimens to the General Land Office at Washington. The copper of Texas depends on no hypothesis, but is a fact. I saw specimens of almost pure ore.

Wichita, where my German friend goes with his colony of four hundred Saxons, abounds in this metal. A recent writer says of this prolific region, not less remarkable for its mineral than for its agricultural affluence: "All that is required to make it one of the most valuable regions in the world is the completion of the much-talked-of and anxiously-looked-for Southern Pacific Railroad." The lead and silver of El Paso, Presidio, Banderah, and Llano counties are proved to exist in large quantities. Gold has been found in limited quantities in the same region. There are a dozen salt works in the State. The average yield of the works at Coffee's Saline, in Llano county, is five hundred bushels, to be easily increased by intelligent labor to two thousand bushels. The salt lakes on the coast, however, supply the greatest amount.

There is no gypsum field in the world surpassing in extent that of Texas. It is found almost everywhere on the waters of Red river, extending into Staked Plains, and through the cretaceous formations of the State. That of saccharoidal character predominates, but thin, transparent plates of selenite in crystals are common in various parts of the State.

Large deposits of potters' and fire clays, adapted to the manufacture of pottery, in Eastern, Northern, and Southern Texas, marls and other fertilizers, mineral oils and pigments; feldspar in the granite veins, associated with garnets and tourmaline of various colors; mica, in transparency and size of plates equal to that of New Hampshire, Llano, Burnet, and Mason counties. Extensive quarries of marble and roofing slate and grindstone in San Saba, Burnet, and Llano counties; soapstones and asbestos in Llano county, with a large class of Metallic substances usually present in highly metalliferous regions—such as alum, cobalt, nickel, manganese, arsenic—abound, the description of which would occupy more space than can be spared in the present issue. They are generally found in combination with each other or associated with other metals, which, though at present of little economic value, will no doubt grow in consequence with the increase of population in the State and progress of the useful arts, until eventually, under the mental effects of cheapened labor and enlarged means of transportation, they shall come to employ much capital in the work of their extraction, and add largely to the material wealth of the country.

Through the energy and perseverance of Dr. Watson, Messrs. Barnet, Spiller, and Hudspeth, of San Saba county, the existence of precious stones in Burnet, Llano, and Mason counties, such as garnets unusually large in size and well crystallized, opals, rubies, amethyst, and agates of beautiful colors and figures, is known. Many of these, when subjected to the skill of the lapidary, will equal those imported.

CONCLUSION.

I stop at Galveston. The pleasant ride on the City of Norfolk, one of the Charles Morgan steamers, across the Gulf to Brashear City, and hence by rail to New Orleans, marked by the genteel civilities and friendly attentions of Captain Hopkins and his assistants, and by the constant kindness of Mr. Hutchinson and

Captain Fowler, sent from New Orleans to convey our party to Louisiana, and the almost royal welcome to the Crescent City—these deserve a separate chapter, as they have a separate remembrance. "What I saw in Texas" is another affair. Such as it is I give it to my readers. Written in the midst of all manner of interruptions, and almost from memory, its many errors must be forgiven, because I have tried to make it fair.

PHILADELPHIA, *July* 15, 1872.

LOTUS
LOTUS N°2
F. ESCHELL

[*Editorial Correspondence of The Press.*]

HUDSONVILLE, MISSISSIPPI,

(ON THE CARS,) *June* 14, 1872.

HERE we are on Friday, June 14th, twelve hundred and twenty-five miles from Philadelphia, at Hudsonville station, having left our home on Wednesday, the 12th, at 12.40 P.M., making, in a little over two days' traveling, about six hundred miles a day. My experience has been a new revelation. Kentucky and Tennessee present some striking features, differing in everything from Pennsylvania and Ohio, yet infinitely more resembling the first than the last in their fine forests, luxuriant vegetation, and rolling country. From Pittsburg to Cincinnati, Eastern Ohio seemed sterile and barren even in the lovely month of June, and, until we got to the Queen City, more resembled a Southern than a great Northern State. The soil is good, but the cultivation comparatively inferior, and the farm-houses and out-buildings presented a somewhat sudden contrast to the magnificent stretches of well-tilled and carefully-farmed plantations from the moment we left Philadelphia until evening closed over the exquisite panorama of the Juniata, as we rolled into Lewistown and began to make our gradual ascent of the Alleghanies. As we crossed the bridge leading from the Ohio to the Kentucky side, I remembered a remark of John C. Breckinridge when he came into Congress from the Lexington district, more than twenty years ago—a remark made to him shortly before by the hero of San Jacinto, the lamented and patriotic General Sam Houston, of Texas, as they were riding along the Ohio on one of the palatial steamers from Louisville: "There on our right is Ohio; here on our left is Kentucky—the same soil and almost the same people; and yet mark the difference between the two—the thrift and industry of the one, the carelessness and laziness of the other; and what is the reason?" At that time the old man, impressed with the evils and dangers of slavery, poured his counsel into the willing ears of the younger statesman. This country, over which we have been flying at the rate of thirty miles an hour, is a far better country in all the capabilities of climate and soil than either Ohio or Pennsylvania. Its inexhaustible and varied productions, its tobacco, its corn, its wheat—these, enough to supply an Empire, are literally

as nothing to the great cotton crops of the South, which here begin their development, and which, within the last three years, have been equal to nine hundred millions of dollars. As I write they are gathering in their wheat, the corn is growing into tassel, and by the time we reach New Orleans, to-morrow morning, we shall doubtless have roasting ears on our table. The majestic forests are startling in their massive oaks and blossoming chestnuts, the sure indications of a fruitful and vigorous soil, while in the fields white and colored laborers of both sexes are busy attending the rapid growth of that staple which, however grown elsewhere, has nowhere been produced in such splendid profusion as in this part of our country. Most of the towns through which we have passed show signs of prosperity. Jackson, in Tennessee, beautiful in its fine dwellings and handsome grounds, looks like a watering-place, and is evidently the seat of cultivation and fashion; while Bolivar, Grand Junction, Humboldt, Henry, and Paris differ from most of the towns along our great highways in the fact that they are rather the abodes of the wealthy than of the laboring classes. It is easy to see as we study these signs of natural wealth—these promises of abundant profit to the landholder, these inexhaustive woods, and these broad fields, this genial and generous climate—why the Southern people were such stubborn adversaries when they finally took up arms against the Government. They have reason to be proud of their resources and their advantages, and no Northern man can reflect upon them without seeing how irresistible they must have been had they been blessed with the industry, energy, and, let me say it, the intelligence of the adhering sections of the Union. The master race born on this soil were accustomed to rule the producing classes they relied alone upon. They ignored the laboring masses, and kept them as so many millions of aliens in the midst of war. Had they been inspired by true statesmanship they would have begun the war by an edict of emancipation, and so maintained their splendid isolation. What this region needs is immigration, but this immigration never will come until those who control society decide upon the policy which is making the solitudes of the West populous, and building new States on the Pacific slope. It needs schools and churches, a free press, and a robust civilization.

Foreigners will never settle down where these advantages are not as liberal as the encasing air. Thus will it be as long as those who work to make the rich richer are denied the privileges of cheap and useful education. Let the South open its doors to such schools as strengthen and elevate Massachusetts, Pennsylvania, and Ohio. Let it substitute for whisky lager beer and cheap wine, the latter of which it can grow inexhaustibly. Let it offer to men the right to think and to speak as they please. Until these are done there can be no such thing as a steady and increasing volume of immigration.

A gentleman of our party who sympathized with the rebellion, and who knows the South "as the seaman knows the sea," after the war invested all his fortune in Southern lands and railroads. Every dollar has produced two. He looks forward to the period when he will reap tenfold what he put in. "But,"

he says, "my chief disappointment is in the fact that these people, who own vast expanses of land, hold their estates too high. They have been accustomed to these great possessions for so long a period, and are such monopolists of the soil, that they cannot see how they stand in their own light. They cannot realize even as they cry for immigration that they do not encourage it, and that when the emigrant comes—whether it be from our own States or from Europe—and pays five dollars an acre, instead of two and a half, he finds himself without society and without assistance. The main question is soon presented to him whether he shall not leave for a region where he can find encouragement and schools, and newspapers and friends, or whether he shall write to his neighbors to join him. In most cases he chooses the first alternative. If the great landholders would offer their acres as cheaply as the acres of the West can be obtained—or, indeed, if they would offer a large portion of their estates free to industrious immigrants who would come and settle down—their property would be unspeakably appreciated. As it is, hundreds of miles of arable land is left lying fallow, simply for want of immigration to develop it.

To-morrow morning, *Deo volente*, we shall be in New Orleans, and the day after in Texas. I hope to have opportunities to write before my return, and show you that even in the midst of a great political excitement there are some things worthy of more attention than party conflicts.

On the Cars, in Louisiana,

11 P. M., *June* 14, 1872.

Colonel Thomas A. Scott in his palace car, surrounded by his friends, is very like a gentleman at home. You see the railroad chief at his best. Although we travel at the rate of thirty miles an hour, we live as comfortably and as pleasantly as at the best hotel. Conversation is easy and unconstrained. We see the country in all the luxuriance of its tropical vegetation from the enclosed platform at the rear of the car. We talk to the people who crowd around us when we stop, and gather much information. They tell us of the promise of great crops of cotton, wheat, corn, sugar, oranges, and rice; they refer to their increasing trade of all kinds; they discuss politics and ask questions without end; and they are all glad to see Colonel Scott, who is hailed everywhere as among the deliverers of the Gulf States from the sloth that has so long hung over them. Texas is to all an object of interest. They regard it as the door to the exhaustless riches of Mexico, and they believe Colonel Scott has the key to open it. They argue, and not unjustly, that if he brings the same genius to his work in the State of the "Lone Star" which has revolutionized Pennsylvania, and made all the West tributary to her, he will be something more than a benefactor to a region which has neglected so many opportunities, and has lost by a cruel rebellion so many blessings.

It is at the beginning of another great railroad triumph that we may dwell a little upon some of the achievements of John Edgar Thomson, the chief of the Pennsylvania Railroad and its dependencies, and the career of his daring vice president, Colonel Thomas A. Scott.

The Pennsylvania system of roads commences at Philadelphia with a line from New York intersecting at Philadelphia, and a line from Baltimore and Washington intersecting at Harrisburg, thence diverging to Erie, forming connections at Erie with the system of lakes and lake shore roads, and all the various connections throughout the entire Northwest. The main line of the Pennsylvania Railroad extends to Pittsburg, and connects at that point with all the roads now under the control of the Pennsylvania Company, a corporation which the Pennsylvania Railroad Company controls by the ownership of its stock. This last company is now under the control of Colonel Thomas A. Scott as president, who still retains his position as vice president of the parent company at Philadelphia. The Pennsylvania Company now controls all the lines west of Pittsburg in the Pennsylvania system.

It owns the road to Cincinnati via Columbus, then a line from Columbus to Louisville, controls a line from St. Louis, and another from Columbus via Logansport to Chicago; also, the Pittsburg, Fort Wayne and Chicago, direct to Chicago, the Cleveland and Pittsburg road, from Cleveland to Pittsburg, and the Erie and Pittsburg road, to Erie. These various lines, with their branches to Washington, Pennsylvania, the Muskingum Valley road, and their branches from the several main lines, *now aggregate over thirty-two hundred miles of road, all connected, and all equipped.* These, when added to the line controlled by the Pennsylvania Railroad Company east of Pittsburg, embracing 1,384 miles, make a grand aggregate of about 4,600 miles, all connected, equipped, and managed under one interest, the Pennsylvania Railroad, of which John Edgar Thomson is president, and were built from the time he took charge as chief engineer in 1847, embracing a little over a quarter of a century in the service of the company: and he accomplished, by his combination of roads, a result that has never before been achieved by any man in railroad life. During all that period he has paid his stockholders an average of over ten per cent. per annum.

Those of us who can recollect the bitter conflict that marked the inauguration of this grand iron network of important highways, will congratulate the South that the genius which has wrought results of such magnitude is now turned to the completion of a still grander series of continental connections.

We have been traveling for the last twenty-four hours over another line lately purchased and now managed by another citizen, almost of Philadelphia—I mean Colonel Henry S. McComb, of Wilmington, Delaware. The close friend of Colonel Scott, he seems to have taken him for his model; and it is not less pleasing to know that they are working in noble harmony to the objective point of the development of the unparalleled resources of the South, not alone in regard to her connections with Mexico by land, but with the European nations by water. Of the Southern roads owned in large part by Colonel

McComb, and under his direction, are the line from Jackson, Tenn., to Canton, Miss., 229 miles; the line from Canton to New Orleans, 206 miles; from Grenada to Memphis, 100 miles; all completed and in order. He has also under contract a line from Memphis to Paducah, Ky., 163 miles, of which 60 are finished and operating, and he proposes to extend his line from Jackson, Tenn., to Cairo, Ill., 108 miles. Still other projects are on foot under the same bold leadership. I do not propose to define or classify these various connections. My object is to give the reader some general idea of vast results accomplished and of vast preparations for still grander results. The mind fairly reels before figures and facts little short of magic. And yet as we grasp them, and become familiar with them, we are disciplined for the still more extensive system under which thousands of acres of alluvial soil in this section, which have been growing richer under the neglect of ages, will be populated by and made to bear endless harvests for millions of men, while the untold and untouched wealth of Mexico will be turned into the channels of trade as a new inspiration for the elevation and improvement of the nations of the earth.

But I perceive from the perfume of the jessamine and magnolia as it pours through the windows at which I write, that we are rapidly approaching New Orleans, and I throw down my pen and rush for my carpet-bag.

On the Mississippi, Louisiana,

June 15, 1872.

Following the seasons is the habit of the valetudinarian. In Europe many of the wealthy live in perpetual spring, changing from climate to climate, so as to avoid the extremes of heat and cold. At this season of the year, when summer may be said to reign over the continent, with the exceptional relief of Niagara and the White Mountains, a visit to Texas is the last thing that would be recommended; and therefore when we left Philadelphia we anticipated nothing but extreme heat in the Gulf States, and were not unprepared for the malaria, but, so far, have enjoyed the most delightful breezes, exquisite weather which prevailed in Philadelphia since the first of June following us to New Orleans, and when we completed our sixteen hundred miles and rode through perfect avenues of magnolias, palms, oleanders, and other tropical trees, we were attended by a wholesome shower, which laid the dust and cooled the atmosphere.

As our sleeping car rolled out of the depot at West Philadelphia last Wednesday noon, the wheat was just starting into head, the oats about a foot high, and the corn in many places not more than six inches; but as we approached the South vegetation seemed to grow with every mile. As we crossed into Kentucky the laborers were cultivating tobacco in the fields. In Tennessee and Mississippi we began with the cotton plant, and as the train passed into Louisiana we saw the firstlings of the sugar cane, which multiplied until the vast expanses were covered with the growth; soon, interspersed with orange

groves and trees hanging with bananas, ripe apricots, wild plums, and the luscious fig, were the prevailing fruit. The corn that we left in Pennsylvania a few inches high was here in silk and tassel, the wheat was being garnered, and at the great restaurant of Moreau roasting-ears were served to epicurean guests. Cantelopes of a rich flavor, unknown in Philadelphia, are seen at every meal.

New Orleans is itself a tropical and almost an Oriental city, in many respects recalling Paris—especially in the French quarter—by its open-windowed restaurants, its foreign names and amusements, and its Babel of languages. Colonel Scott drove us to the old Spanish Cathedral, near Jackson Square. We walked in without interruption, and found the votive floral offerings of the worshipers laid on the altars; rich and poor, white and colored, kneeling before them, and the whole place sacred with the peculiar incense and recollections of a Church whose rites and traditions come down to us from the mists of antiquity and numbers more members than any other Christian denomination. Whatever may be said of the Romish Church, this at least is true, that its adherents compel us to believe in their sincerity, while their increasing numbers attest the tenacity of its existence and the popularity of its ministration.

Jackson Square is a gem of its kind—its variety of evergreens and foliage cut and trimmed into every fantastic French shape, including the box, arbor vitæ, magnolia, pomegranate, oleander, crape myrtle, banana, sago palm, the fig, the orange and lemon, and many more specimens of tropical floriculture. In the centre, mounted on a massive granite pedestal, stands an equestrian bronze statue of Old Hickory, by Clark Mills, with this brief inscription: "The Union must and shall be preserved"—speaking the fulfillment of his own glorious prophecy, and a ponderous rebuke, from the grave itself, of the men who attempted its contradiction.

Within a few blocks was a curious cemetery—at least curious to our eyes—a cemetery with the vaults—if I may use the phrase—above ground, owing to the porous character of the soil. It was an odd sight to see the cenotaphs, crypts, mausoleums, and stone caskets, encasing so many of the honored dead of New Orleans, towering high above the railing itself, and in some cases almost reaching the level of the surrounding buildings. We walked through this city of sepulchres, read the inscriptions—many of them in French—carved upon the tombs, and startled at the lizards, which seemed to be in safe possession of the solitude.

Not less curious was the French market, with its customers of both colors in bizarre dresses, all conversing volubly, and reviving the quaint pictures of the old Gallic towns.

But what a wonderful place is the levee—the magnificent quay stretching along several miles on the river front, with castellated steamers at the wharves, shouting stevedores loading them with cotton, iron, and sugar, and the broad bosom of the yellow Mississippi covered with little craft of all kinds, filled with passengers and wares, trading to and between the opposite shores and neighboring towns, and this, too, at the dullest season of the year! Trade opens in

autumn and continues through the winter, lasting to March and April. Then the magnificent levee presents a most boisterous scene.

The Messrs. Bigley carried our party along the shores in a steam-tug to the battle-field of New Orleans and to the Jackson Barracks, where we found General Sully, the son of the venerated Philadelphia artist, Thomas Sully, Esq., in command, from whom we received a hearty welcome. From our little steamer we realized why New Orleans is called the Crescent City. The wharf extends in a complete semi-circle, and presents a unique sight. From the tug-boat Nellie we boarded the gigantic steamer James Howard, Capt. V. R. Pegram, where we are now handsomely quartered in her splendid state-rooms, and rapidly sailing up the Mississippi to the mouth of Red river. There we take another boat, Lotus No. 3, which is to carry us up Red river over five hundred miles to the initial point of the Texas and Pacific Railroad, where President Scott and General Granville M. Dodge, chief engineer, will commence a careful survey of the route.

But let me take you back to our starting point, and first for a brief sketch of the rise and progress of steam navigation on the Father of Waters. It is refreshing to note that in the history of steam navigation the glory of successfully introducing the steamboat is everywhere awarded to Robert Fulton, of Lancaster county, Pennsylvania, and that the judgment of the first London Exposition of 1851 is printed here in the written record of the progress of modern commerce on the noblest river in the world. Let me recall the words of this judgment to my Pennsylvania readers, and let me add the hope that the residents of Lancaster county in Philadelphia will take early steps to erect such a monument of Fulton in our surpassing Fairmount Park as will be one of the finest ornaments of the Centennial commemoration, and, at the same time, an enduring evidence of the gratitude of his Lancaster-county posterity:

> There were many persons in various countries who claimed the honor of having first invented boats to be propelled by steam, but it is to the undaunted perseverance and exertions of the American Fulton that is due the everlasting honor of having produced this revolution, both in naval architecture and navigation.

And, at the same time, let me recall his almost inspired prophecy as he rode in a stage over the Alleghany Mountains in 1811: "The day will come, gentlemen," he said—"I may not live to see it, though some of you who are younger will probably—when carriages will be drawn over these mountains by steam engines, at a rate more rapid than that of a stage on the smoothest turnpike." I saw the twinkle of Colonel Scott's bright eye when I read him this passage, especially after he had just been telling me that even the heaviest trains had been whirled along these majestic heights at the rate of thirty miles an hour.

Steamboat navigation on the Western waters commenced in March, 1817. The steamer "Washington," built at Wheeling, Va., 400 tons, ran from Louisville to New Orleans and back in 45 days. Now the round trip is made in fourteen. I have not time in this hasty letter to refer to the achievements of Robert L. Stevens, Captain John Ericsson, Daniel Drew, E. K. Collins, Vanderbilt, Roberts, Webb, Garrison, Stockton, and others on our Eastern waters.

I am writing to you now of our Western rivers. The great field for building up a line of steamboats has always been along these waters, and though it is predicted that the time is coming when passengers will be almost exclusively carried by rail, water must ever be the cheapest means of transporting freight. Pittsburg and Cincinnati have been the chief manufacturing cities of the Western Steamboats, including their magnificent engines, while Madison, Jefferson City, and New Albany, Indiana, have also become famous therefor. The builder after whom this splendid palace is named, James Howard, has turned out from his slip at Madison, Indiana, 400 steamboats. The Howard is believed to possess greater capacities than any steamer on this continent. Her hull is 330 feet, breadth of beam 55 feet, depth of hold 10 feet, extreme width 96 feet, carrying capacity 3,400 tons, although 4,000 tons may easily be freighted on her. Her machinery consists of two main engines with 34½-feet cylinders, 10-feet stroke of piston; water-wheels 39 feet diameter; six boilers 30 feet long and 46 inches diameter. The state-rooms are superb, containing large bedsteads. wardrobes, and washstands, with every convenience of bed-chambers at home, The dining-room is a gorgeous saloon, and is upholstered and decorated in a style equal to that of poor Fisk's gaudy Sound boats. Captain Pegram, the master of this palace, fought in the Confederate war, and it is pleasant to hear him relate, especially as I did this morning at his breakfast table, his fierce contests with John M. Buffinger, president of the New Orleans Packet Company who had as bravely served on the other side, and their many hair-breadth 'scapes from the Union and Confederate fleets and armies. Intermingled with his anecdotes were the experiences of Colonel Scott, who came down here as Assistant Secretary of War, and General Dodge, who fought all through the Gulf States as one of the ablest of Sherman's captains Our breakfast will pass into a sort of history, which to me will remain unforgotten.

And it is due to Captain Pegram to say that his breakfast would have excited the envy of your Philadelphia Augustin or New York Delmonico. Besides all the Northern delicacies, we had the fresh fish of these waters, with novel names to me; sheepshead broiled, soft-shell crabs, ripe cantelopes, snowy rice, fried plantain, aromatic coffee, and fragrant claret to crown the whole. If he gives such breakfasts to all his guests he ought to be elected President of the Caterers.

Now let me take you back to the scene along the Mississippi. We left New Orleans about six o'clock in the evening, and from the hurricane deck surveyed the picture on both shores—first in the lovely twilight and by the light of a surpassing sunset, and then as the moon took up "the wondrous tale" in her cool and lucid beams. Here were the seats of the aristocracy of the past. Here were their great sugar estates and orange groves; here the huts of their former slaves; here the source and centre of that endless harvest which made them proud and powerful. They complain still, although the soil is generous —more generous than any other part of God's footstool. Thousands of acres are planted with sugar-cane, with the promise of great riches, at this time no longer exclusively their own, but distributed among the posterity of those

who had worked for them for centuries without compensation. Every few hundred yards we came upon one of these estates—in the centre a stately mansion flanked by smaller tenements and magnolia and orange trees, while above towered aged oaks and cottonwood, surrounded by clusters of shining foliage and every conceivable variety of tropical flowers The circuitous course of the Mississippi is not the least of these wonders. After having traversed many miles we looked back and seemed to return to New Orleans and were almost directly opposite, as we could trace by the black smoke of the departing craft.

At Baton Rouge we landed a number of colored delegates to the Republican State Convention, which assembles on the 19th inst. A little incident occurred this morning. After I had just arisen to take another and early view of the panorama of the Mississippi, a colored man passed the door of my stateroom. I asked him to bring me a pitcher of ice water. He quietly replied: "Your mistake is natural, but I am not connected with the boat; I am a delegate to the Republican State Convention, but I will gladly do your errand." I made a prompt apology, and then introduced myself, upon which, with many expressions of kindness, he left me and soon returned with the ice water and a number of his colleagues. Here I had another evidence of the aptitude and good sense of the manumitted race. We talked over the past, not the less agreeable because two of them knew of Philadelphia and one of them had just come on from the National Convention, and we talked over the present, and if I had had any doubts of the success of the Republican party in Louisiana they passed away before the clear and candid explanations of these men. "Why, sir," said one of them, "although there are a few colored people in New Orleans that may follow bad advisers, there is not one in the parishes who will not vote for Grant and Wilson. In every house owned or rented or occupied by a colored man you will find three likenesses—Abraham Lincoln, Ulysses S. Grant, and Oscar Dunn, the late deceased Lieutenant Governor of the State. If the whole Democratic party and all the men with Governor Warmouth go together and rally their forces we can still give from fifteen to twenty thousand majority for Grant." And this, after a careful survey of the field, is my own opinion. The truth is, the presence of the National Government is felt in its unrivaled currency, in its post-office facilities, in its management of commerce, navigation, and manufactures, and in the protection of travel, and these, supplemented by the recent enforcement act, operate upon every class—upon the laborer and the freedman, and upon the capitalist—even upon those who would like to vote for Greeley if they did not dread a *change*. Nowhere are these things so frequently seen and so constantly experienced as in the Gulf States.

And now we have reached the mouth of Red river, and have taken farewell of Captain Pegram and his hospitalities. Camped in a lovely grove of cottonwood, oak, willow, and maple, we await the arrival of our other steamer, Lotus No. 3, and watch the setting sun, with a dim apprehension that we are to meet a friendly colony of mosquitoes, who are said to be populous in this quarter. I wish I could sing with Hamlet—"Then as strangers give them welcome,"

Steamer Lotus No. 3,

June 18, 1872.

A Red River steamboat is a peculiar institution; and "Lotus No. 3," the name of the vessel which is our present habitation, is a fair specimen of Southern habits and manners. It differs from the colossal James Howard, described in my last, as a cottage differs from the Continental Hotel. The one is a gay palace, and the other a domestic home; and I do simple justice when I say that "Lotus No. 3" surpasses its more gigantic rival, especially in its quiet discipline and the variety of its cuisine Its three daily meals would do credit to the most pretentious Eastern steamer. Those who come here expecting a rude and boisterous crowd are surprised by the refinement and delicâcy of the ladies, the frankness and courtesy of the gentlemen, and the unusual order throughout. We have the New Orleans Base-ball Club on board, en route for Shreveport, Caddo county, which is the last Louisiana town on this long and crooked river.

A better-behaved and more exemplary set of youngsters I never saw. When the boat stops to wood, which operation consumes about half an hour, the boys run out on the banks and exercise themselves preparatory to the struggle which is to take place between them and the Shreveport clubs. Now and then there is a rush to the guards and decks to see the alligators, which frequently crawl out on the beach, and although they are plain targets for the marksmen, and shots are frequently fired at them, they invariably escape.

"What is the meaning," you will ask, "of 'Lotus No. 3?'" I put this question to one of the officers and he replied, "You see our Captain Daniels has had three of these boats of the same name. Two of them are on what may be called the retired list—one laid up for repairs, and the other running on a different service—and this is Lotus No. 3. There is the Era No. 13, owned by G. L. Koons & Co., all of its predecessors having shared the fate of Lotus Nos. 1 and 2." I write this in the cabin. The weather is about the temperature of a Philadelphia July day, and yet the breeze made by the boat renders it tolerable. At one end of the saloon is a piano surrounded by ladies, who are playing and singing; at the other is a likeness of "massa" Robert E. Lee, the office on his right and the bar on his left. Tables are scattered in the space between, upon one of which gentlemen are writing, and Colonel Scott and some friends playing euchre at another.

We are now more than two thousand miles from Philadelphia, and expect to reach Shreveport day after to-morrow. The boat moves rapidly and easily, without the slighest jar. She is a four-hundred tonner, with accommodations for fifty passengers; but on this trip she is over crowded, there being about eighty passengers on board, which makes it necessary to convert the saloon at night into a dormitory—one layer of men occupying the floor, and a tier of cots placed a few feet above them. The passage from New Orleans is twenty dollars, and the distance to Jefferson, where the boat stops, is 896

miles. The navigable extent of the river is about twelve hundred miles. The Lotus moves about seven miles an hour—a slow progress to those of us who make quick use of our time at our own homes, and who often turn the night into day in the rush of business.

Considering the season we have had very remarkable weather, and strange to say, as yet, no mosquitoes.

What impresses me, among other things in this novel region, are the kindly relations between whites and blacks. I have not heard a syllable of secessionism. All the people are glad to see Northern men; all are anxious for immigration and capital, and really they present tempting inducements. Some of the finest sugar, cotton, and corn plantations are offered as low as five dollars an acre; and when we consider that this is a region literally without winter, and that the soil is the most productive on the earth and the general health as good as elsewhere, we should be surprised that so many hundreds of thousands of acres have lain dormant for centuries, if we did not remember the prejudices of slavery and the habits still existing which have grown out of that institution. Every intelligent man I converse with admits that these prejudices will require at least a generation to cure, but they point with pride to the improvement of the negro since emancipation and the ballot, and quietly extract from this fact the ultimate population of their now deserted plantations and their own certain future redemption. So much for the negro!

An intelligent Democratic lawyer of Shreveport told me this morning that he could see the negro improving with every day. He was not only a better family man but a better citizen and a better workman, and far more ambitious in all the walks of life.

Another thing strikes the stranger: the readiness with which these people undertake long journeys of four or five hundred to one thousand miles. We consider it something of a trial to go to Pittsburg, 355 miles from Philadelphia, and as many preparations are frequently made to visit New York as for a voyage to Europe; but here a lady takes her family and a few changes of clothing and goes up to St. Louis or Louisville, a distance of 1,200 or 1,500 miles from New Orleans, or to Shreveport, Louisiana, or Jefferson, Texas, a distance of 700 or 900 miles, as pleasantly as if she were visiting her friends in the country.

Another feature is the absence of what may be called the middle class. Here the traveling public is mostly composed of the so-called gentry—the old slaveholders. With us in the North everybody is on the rail, rich or poor; here the poor whites, like the poor blacks, are compelled to work for their living on the plantations and to stay at home.

Wonderful, most wonderful is the foliage along the banks of Red river—wild, luxuriant, and dense! A farm-house or log-cabin is rarely seen. The tortuous current, the crumbling banks, a soil fertile, and without a single boulder or rock for a thousand miles, are objects of interest to geologists. Now the river spreads out its red waters as broad as the Delaware at its widest, and now again it is condensed into such narrow limits that a boat can hardly push

its way through. Great tall cotton-wood, oak, and willow trees shoot up on either side, and the finest cattle are seen grazing in the shade.

The scenes that take place when the boat stops to receive her fire-wood are full of interest. Negroes dart out from the lower hold stripped to the waist; each shoulders three or four sticks, while the passengers amuse themselves by firing at marks or walking along the mossy banks. This fuel sells at $2.50 a cord, and is one of the chief expenses of the boat.

The first one hundred and fifty miles of Red river are almost entirely devoid of interest. The banks are rugged and the course of the stream changes almost every year. It is not an uncommon thing to see great groups of trees which have sunk into the water, and the low, marshy grounds seem to extend back a long distance. The gunpowder willow grows most luxuriantly, and the American trumpet flower, with its scarlet blossoms and graceful foliage, twines around the thick undergrowth. Very seldom are the magnolia and palm seen in this locality, although the crape myrtle appears in nearly every little garden attached to the humblest negro hut.

Alexandria, Louisiana, 350 miles from New Orleans, and half way to Shreveport, is situated on a high and commanding bluff, and was a thriving city before the war. The Military State University was here located, and General W. T. Sherman was the superintendent up to 1861. Alexandria was a central depot for corn, cotton, and sugar, whence it was shipped to New Orleans and other points, and had large warehouses and comfortable dwelling-houses. The institute building was accidently destroyed by fire some two years since, and the students are now educated at Baton Rouge.

When the war broke out early in 1861, General Sherman, knowing full well that the Southern people intended to fight, wrote a strong letter to his brother, Senator John Sherman, at Washington, in which he avowed his determination, with many expressions of kindness for the people among whom he lived, to stand by the old flag, and offered his services to the Government. Senator Sherman showed me this letter, which I had the honor to take to Mr. Lincoln, and soon after General Sherman was called to that field which he has since made so resplendent by his genius and his patriotism.

The farther we progress into this interesting country the more we realize the fatal influence of the political heresies taught by Mr. Calhoun and adopted by the Democratic leaders of other days. Hostility to internal improvements, originating in the South and finally incorporated into the Democratic platforms, has wrought incalculable disaster, especially to the Gulf States. Had one man like Stephen A. Douglas taken the responsibility and insisted that the General Government should encourage national development by railroads, by liberal appropriations to rivers and harbors, and by all the other means essential to the attraction of foreign emigration to these neglected solitudes, unquestionably this, the most delightful and fruitful of any portion of the Union, would now be occupied by an industrious and enterprising people. Judge Douglas, it will be recollected, literally exhausted himself to secure appropriations of public lands

for the Illinois Central Railroad—a work which, while enriching all concerned in it, left him poor indeed, and almost forgotten by the State of which he was the chief benefactor.

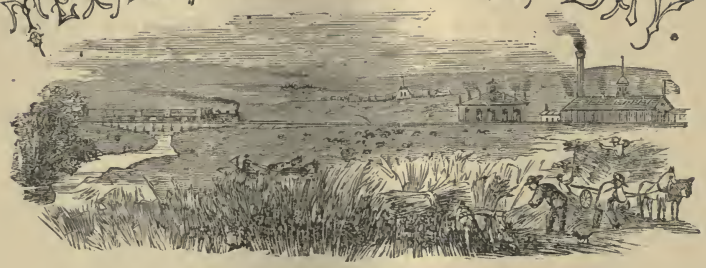
It is due to Jefferson Davis to say that he did his best to carry forward the great work now in the hands of Colonel Scott, a Pacific road over the 32d parallel. But it is not less true that after he laid the foundation of what would undoubtedly have been the redemption of this people, he led them into the war which brought ruin to them and compelled the construction of the middle or central route, known as the Union Pacific Railroad.

It is distressing to note, as we approach the Texan frontier, how much the Southwestern people have suffered in consequence of the ideas of Calhoun and his school. Here is a community surrounded by the richest of God's gifts, between seven and nine hundred miles distant from New Orleans, without a railroad connecting them with their commercial capital and with other Southern States and cities, and with the great Eastern markets; and yet such a railroad could have been built far more easily than the Pennsylvania Central twenty years ago. The country between Shreveport and New Orleans is almost a dead level, and an iron highway could be constructed at about half the cost of our Eastern connections, and yet not a spade has been struck, although several charters have been granted. The whole of Northern Texas and all this part of Louisiana is dependent upon the Red River and the Mississippi, thus compelling them to reach New Orleans by consuming four days and a half, when, by utilizing their resources, and by combining their energies, they could make the journey in less than twenty-four hours.

We shall reach Shreveport to-morrow evening, which may be said to be the practical commencement of our great work, the Texas and Pacific Railroad, although, under the terms of the act of Congress, Marshall, Harrison county, is the initial point.

The question is frequently asked how Colonel Scott is to reach New Orleans, Vicksburg, Cairo, St. Louis, etc.—in other words, how is he to perfect his Eastern connections? Congress and the Legislature of Texas have answered this question by donating an immense body of public lands to the New Orleans, Baton Rouge and Vicksburg Railroad, extending from Shreveport to the latter city, as a part of the great Texas and Pacific Railroad. Of this improvement Senator Pomeroy, of Kansas, is president, and George W. Cochran, of New Orleans, vice president. Eighteen months of the five years allotted for its completion have elapsed, and nothing has been done, although Caddo, of which Shreveport is the county seat, has voted half a million to this work, and will be ready to pay it the moment the work is fairly commenced. It is of vital importance that the persons who have seized this franchise should be compelled by some process to begin it at the earliest moment.

TEXAS AT THE PRESENT DAY.



CLIMATE AND WONDERFUL RESOURCES OF THE STATE—280,000 MILES OF ARABLE LAND—HOMES AND WEALTH FOR MILLIONS—DESCRIPTION OF SHREVEPORT, LA.—THE "TEXAS AND PACIFIC RAILWAY COMPANY"—THE COUNTRY IT TRAVERSES—HEAVY TRAFFIC ASSURED—A MOST PROFITABLE ENTERPRISE—COLONEL THOMAS A. SCOTT UNLOCKING THE TREASURES OF AN EMPIRE.

SHREVEPORT, LOUISIANA,

June 19, 1872.

Twenty-three hundred miles from Philadelphia since this day week, discounted by half a day in New Orleans and seven hours at the mouth of Red river, and yet we are just at the beginning of our journey over the line of the Texas and Pacific Railroad, and just on the borders of the "Lone Star." We boast of our great Middle States; but what are they to the vast expanses of Louisiana and Texas? What are they to such inland seas as the Mississippi and the Missouri? Secretary Boutwell stated in one of his speeches in 1868, that the whole forty millions of the population of the United States could be thrown into Texas, and that Texas would then be no more crowded than Massachusetts is to-day! It has a territory of 280,000 miles of arable land, with many millions of acres in the valley of the Rio Grande, pronounced by travelers the Italy of America; and a recent writer adds that it is capable of supporting a population of one hundred millions without the least inconvenience—a striking argument in favor of emigration to Texas. I copy the following from that capital work, "The Texas Almanac for 1871," published by Richardson & Co., at Galveston, Texas:

Most of our readers will probably remember Father Nugent's visit to Texas almost a year ago. Texans have been placed under obligations to him for the very favorable opinion he has given of the State, both in his speeches and letters on various occasions. On his return to England the following short paragraph appeared in the *Catholic Times* of Liverpool:

"MANCHESTER, *July* 27, 1871.

"I read Father Nugent's letter in your paper of last Saturday, showing what a poor man with three lads might do in Texas. Like Martin Browne, I have a young family, but not seventy pounds. The fact is, all I can muster in the world is about fifty pounds. My mind is made up to emigrate, but where to go is the question. Some people tell me the Western States offer the best market for a poor man's labor, and that Nebraska is a first-rate place. Father Nugent ought to know what he is writing about, and I am inclined on his word to try Texas. Just get him to tell us something more about the climate, soil, and special advantages of Texas over the other parts of the States."

For answer to the above Father Nugent sent the following to the *Times* of August 12, 1871. We publish it because it contains what emigrants most desire to know, and is from a perfectly disinterested source:

"That Texas offers a homestead and the means of acquiring wealth to the poor man with far more certainty and less labor than other portions of the States cannot be called into question by any one who considers its vast resources and advantages. It is pre-eminently the country for the poor man who seeks for a home and a living for his family; for no matter how poor a man may be, if he has health and will only go to work, he may in a few years have property and stock and enjoy every advantage for his family. If he fails in this, '*the fault will lie at his own door.*' The climate is temperate and salubrious; the soil is not only fertile to a degree unknown to this country, but suited to the production of a variety of crops. Some of the Western States may be found to be as rich and to yield as much per acre, if the products are suited to their climate, but we have heard of none with a climate and soil adapted to so large a variety of crops which contribute so largely to wealth and commerce. The northern and middle counties of Texas yield wheat, corn, and all kinds of small grain in abundance on lands equally adapted to cotton, giving a bale of 500 pounds to the acre. These cotton lands, which are not to be surpassed in the world, are capable of yielding all kinds of fruits and vegetables. Many of the Western States afford a good pasturage, and yield grass in abundance during the summer months, but Texas has the advantage of affording perennial pasturage without taxing the farmer with the heavy labor and expense of preparing food in the summer for his cattle and sheep, and then dealing it out to them in winter. The right of pasturage in the Western States has to be paid for, while in Texas it is free to all. It need not surprise our Manchester friend to hear that, during our recent tour in Texas, we came in contact with many men, now possessing immense properties and filling high social positions, who, not many years ago, arrived in that State without a single dollar. Their labor was their only capital, and in the Lone Star State it is the best foundation of wealth. Here is one of a hundred examples of a poor man becoming rich without a copper. Twenty-five years ago an Irishman engaged with a stock-raiser. There was no money to be given, but he was to be boarded and found in everything, and in the place of wages he was to receive one cow and a calf each month. Now he is worth $100,000 in cash, and sends to market each year from fifteen to twenty thousand head of cattle. Many a poor sailor, tired of the perils of the deep, has taken refuge in Texas, and by energy and perseverance has climbed to the topmost round of the ladder. Here is one, who was formerly a man before the mast, who has now six steamers on the Rio Grande, 80,000 head of cattle, 25,000 head of horse stock, 12,000 sheep, and 150,000 acres of land, and last year invested $20,000 in the Jackson and New Orleans Railroad. Horace Greeley paid Texas a visit the last week in May of this year, and christened it the 'Land of Promise.' After describing the richness of the soil and the easy conditions upon which it may be obtained, he says: 'As yet the mineral wealth of Texas sleeps undisturbed and useless. She has iron enough to divide the earth by railroads into squares ten miles across, but no ton of it was ever smelted. She has at least five thousand square miles of coal (probably much more), but no ton of it was ever dug for sale. She has gypsum enough to plaster the continent annually for a century, but it lies quiet and valueless—a waste of earth-covered stone. She has more land good for wheat than Minnesota, yet imports nearly all her flour. She has millions of acres of excellent timber, yet builds mainly of pine from Louisiana and Florida. She sends to Ohio for her hams and to New York for her butter, and

would import berries and fruit if her people had not learned, while they were unattainable, to do without them. If ten thousand Northern farmers would settle just below Houston and devote themselves to supplying that city and Galveston with fresh milk, butter, strawberries, raspberries, peaches, grapes, etc., they might charge double the prices and get rich faster than so many cultivators ever did before. They would have to make their own ice, but that is not difficult; they might have to teach the Texas Central Railroad Company how to run a milk-train fifty miles, but that need not exhaust their energies. The pasture-land, fenced, might cost them ten dollars an acre just around a railroad depot and a junction; their cows might be picked at $15 per head, and they would soon sell hay enough at 200 per cent. profit to defray the cost of feeding and housing their stock.'"

The approach to the city of Shreveport is inconceivably beautiful, presenting an entirely different physical aspect from the lowlands along which we have been coursing for the last three days. The corn has reached its largest height, and we can almost see the cotton grow. Everything looks like peace and prosperity, promising immense harvests in the fall and a rapid recovery from the debt and desolation incident to the overthrow of the rebellion, the failure of past crops, and the general dislocation of society and of business. A thrifty population of about 12,000 compose its inhabitants. It is plainly but neatly built, and has a jaunty air of progress about it that is full of promise. By the action of the last Congress this town has become a port of entry, and the practical terminus on Red river of the Texas and Pacific Railroad. The citizens, I trust, will bear in mind that they are indebted for these great boons to a Republican Senator (Kellogg) and to a Republican Congress. The town was established about the year 1836 by seven enterprising gentlemen, all of whom have passed away except one, the venerable Mr. Williamson. It has grown steadily. The shipments of produce, cotton, wool, hides, cattle, etc., etc., are very great. But it strikes a Northern man with surprise to see no factory smoke. Where are the great hives of skilled labor, without which towns cannot long survive under the light and necessities of modern civilization? I have heard of but one—a cotton-seed oil factory. What a fine field for Northern capital and enterprise! Cotton factories, wool factories, tanneries, and shoe and boot factories, would pay handsomely at this point. The town has many churches and schools. The people are quiet and industrious; and, strange to say in these Dolly Varden days, out of the whole population there is not a single fashionable family. The health of the place is excellent. I predict for it a glorious future.

At this gateway of the grandest material enterprise of this or any age, let me give the general reader an idea of the work undertaken by Colonel Thomas A. Scott and his associates. "The Texas and Pacific Railway Company" finds finished to its hands 66 miles of railroad, from Shreveport, on Red river, to Longview, Upshur county, Texas, which is doing a good freight and passenger business. This is the line heretofore known as the Southern Pacific, and extends from Marshall, Texas, through a magnificent region, to El Paso del Norte, near the boundary between the United States and Mexico, thence to the junction of the Gila and Colorado rivers of the west at Fort Yuma, and thence to the magnificent harbor of San Diego, on the Pacific coast, which is land-locked, and

large enough for one thousand vessels to ride with ease on its bosom. There is another branch, formerly the Trans-continental, which begins at Texarkana, in the county of Lafayette, Texas, ten miles west of Fulton, Arkansas, and extends through a most fertile region of country to Fort Worth, in the county of Tarrant, Texas, where it joins the main line, above described, and the two together pursue the route to the Pacific on the 32d parallel. To Fort Worth, after visiting the towns of Marshall and Jefferson, Colonel Scott and his party will proceed to-morrow, when we will stage it one hundred and seventy-five miles across country, reaching the railroad at Dallas, whence we proceed through Houston and other places to Galveston. There we board the Morgan steamer for New Orleans, and so home, which, with the good fortune that has so far attended us, we hope to reach by the 10th or 15th of July, or a little over a month since we left. This is a long route; when completed we shall have traveled nearly 5,000 miles by rail, steamboat, stage, and ocean steamer. Colonel Scott and his chief engineer have been continually occupied during our trip consulting maps, laying out routes, providing for materials, workmen, etc., so that, when he reaches Marshall, the threshold of his work, he will give his orders clearly. Colonel Henry G. Stebbins, vice president of the company, is now in London, negotiating the first loan, which, under the prestige attending this grand scheme will be easily secured.

By uniting the two lines referred to, chartered by the State of Texas and by Congressional enactment included under the title of "The Texas and Pacific," Col. Scott secures all the lands and bonds voted to the said Texas roads by the State of Texas, equal in value to over eighteen millions of dollars. This is exclusive of the subsidies of Congress of public lands in the Territories, between El Paso, in Texas, and San Diego, in California.

The distance from the eastern boundary of Texas to San Diego is about 1,600 miles, or, including the Trans-continental Road and its branches from Texarkana to Marshall, about 1,900 miles. There are no engineering difficulities of any kind to be met with; there is no practical difficulty in regard to fuel or water, and the country generally presents more facilities for the construction of a railroad than can be found on a line of equal length on the Western Continent. Comparing the different estimates of cost of this line, and comparing all the estimates with the estimated cost of all the other roads in the United States, there can be no doubt that this road can be constructed in a first-class manner and thoroughly equipped for business at a cost, as before stated, not exceeding $40,000 of bonded debt per mile. To aid in the construction of this road, the United States has made a grant of its lands in the Territories of New Mexico and Arizona and the State of California, in all not less than 15,000,000 acres, in alternate sections, along the route of said road.

The company offers its bonds, issued under the provisions of its charter, secured by a mortgage of the entire road, its franchises, property, rolling stock, and appurtenances, including the fifteen millions of acres of land granted by the United States, and believes that no better or more satisfactory security

exists. The bonds are payable in forty years, in gold, and the interest, at six per cent., with one per cent. for sinking fund, also in gold, payable semi-annually. The principal and interest will be payable at the option of the holder, in Europe or America, as set forth in the bond.

Besides this *development* of business is the actually *existing* business awaiting transportation, and already adverted to, in Texas, Chihuahua, Sonora, New Mexico, Arizona, and California. Mr Greeley, who traveled extensively in Texas in 1871, estimates that in 1880 she will have a population of two millions, and that her industry and enterprise will have far outstripped the increase of population. It is estimated that at least 100,000 emigrants have arrived within her borders during the past year, and that there will be shipped from the Red river country alone, during the present year, 75,000 head of cattle, 750,000 pounds of beef, 100,000 pounds of tallow with hides, 225,000 bales of cotton, and large quantities of wool, and that the receipts from all sources will not be less than $50,000,000.

Of the through trade between California and the Atlantic, and the trade and traffic of the Eastern Continent, this road, from its superior advantages already adverted to, must inevitably secure a large proportion. The gross earnings of the Union Pacific and Central Pacific Railways combined, for 1871, the second year of their through business, as officially reported, amounted to $17,250,000, of which amount 65 per cent. was local business, mainly created by the railroad itself, and about 53 per cent. or nearly nine millions and a half of the above sum, was net profit over operating expenses. An equal revenue on the Texas and Pacific, estimating its total cost at say $75,000,000, would give a return of over 12 per cent., as the net earnings and the amounts will expand in an ever-increasing ratio as the country is settled and its resources developed.

But superadded to all this is the munificent contribution of lands by the Government, the general character of which is such as to secure their ready sale, and the proceeds of sales of which, by the terms of the mortgage, are devoted to the payment of interest on the bonds and the purchase of the bonds themselves, the latter of which features, it is believed, will put the bonds at par as soon as the company itself shall be able, from the sales of land, to announce itself as a purchaser of its own bonds.

Judging from the experience of other companies in the sale of Government lands, the inference is fairly warrantable that the value of the lands themselves will be amply sufficient to build and equip the entire road, thus doubling the security for the payment of the bonds.

The Union Pacific Railroad Company during the year 1870 sold 294,000 acres of land, at an average of $4.46 per acre—$1,311,240. At a like rate per acre the 15,000,000 acres of the Texas and Pacific Railway Company would produce $67,900,000.

I have now given you an outline of the last project with which Colonel Scott is identified. Its magnitude is almost beyond comprehension; its prosecution and completion worthy of the loftiest ambition. Needless for me to say that

our young and daring leader looks to no pecuniary reward. That he has already secured. He now aspires to the higher object of re-uniting North and South in the bonds of increasing commerce and lasting peace.

How mysterious are the ways of Providence! A little more than twenty years ago, when Thomas A. Scott was an humble subordinate in the employ of the Pennsylvania Central Railroad, Jefferson Davis was a Senator in Congress from Mississippi, and Franklin Pierce a candidate for President. Scott voted for Pierce, and the latter, elected in November of 1852, made Jefferson Davis his Secretary of War, March 4, 1853. One of the first steps of the latter was to order a survey of the Territories to find out the best route for a railroad to the Pacific. Four reports were made by the ablest of our engineers, which he sent to Congress ably supported in one of his best papers. The war postponed all work on the route over the thirty-second parallel, which was the favorite route of Davis, but did not stop the speedy construction of that now known as the Union Pacific by Northern enterprise, even when Davis was leading the people of the South to fight against their country. And now, just at the moment these same people are prostrated by the results of the rebellion, and when they are looking forward for one brave, strong, and sympathetic heart to help them out of the gloom, Colonel Scott steps forward in the 49th year of his age, and accepts the trust, which, but for that rebellion would have been long ago discharged by other hands.

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Vice President,
HENRY G. STEBBINS.

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EDWARDS PIERREPONT.

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Thomas A. Scott

The Texas and Pacific Railway

ITS PROSPECTS AS PRESENTED IN THE SPEECHES OF COL. SCOTT, COL. FORNEY, GOVERNOR THROCKMORTON, AND OTHERS—INTEREST OF THE TEXAS AND LOUISIANA PEOPLE IN THE GRAND ENTERPRISE—THE DEVELOPMENT OF A GREAT AGRICULTURAL AND MINERAL REGION SOUTH OF US TO BE THE NEXT STEP IN THE NATIONAL PROGRESS.

Shreveport, La.

A MEETING AT THE BOARD OF TRADE ROOMS—THE ENTERPRISE UNFOLDED.

At eight o'clock last night, June 20, 1872, in accordance with arrangements previously made, a meeting of the Shreveport Board of Trade was held, at which appeared quite a number of citizens interested in the important matter before it. The matter referred to was the reception of Colonel T. A. Scott and party, and the interest created was to learn their views upon the important railroad enterprise in which they are engaged, and its bearing upon the future interests of Shreveport.

At about half-past eight o'clock, Col. Lindsay, first vice president of the Board of Trade, called the meeting to order, and in a few remarks stated the object of it. He then formally introduced Col. Scott and party to the meeting, and requested Col. Forney, of the Philadelphia *Press*, to address the body assembled.

Col. Forney immediately arose, and in a quiet and unpretending manner delivered the following

ADDRESS:

Mr. President, Fellow-citizens, and Fellow-countrymen: I feel highly complimented in being permitted to appear before you to-night, but as I am here rather as an auxiliary, in fact rather as the guest of Col. Scott, though a director of the road under its new organization, I cannot be expected to talk to you technically of the great enterprise you have so much at heart, and with which he has at last become definitely identified. If I may be permitted to say a single word about myself, I will say that nearly twenty-five years ago, I had the honor, in my journalistic connection at Washington, to advocate in an humble way this great measure; and it shows the providential workings of the times. This grand scheme, which originated with one of your cherished statesmen, interrupted and postponed by the calamities of war, is to be finally

prosecuted and completed by a citizen of Pennsylvania. [Applause.] The gentleman now here present comes to you with a history and a name as familiar as that of any other on the continent. I do not trust myself to speak of Colonel Scott as I feel, lest I might be accused of personal eulogy; but I will tell the young men of the South around me, those who desire an example of energy and enterprise, that that example is here at my right hand. [Applause.] A little more than a quarter of a century ago he who now heads this great enterprise was among the humblest of our citizens, and to-day he is the type of a finished statesman. After all, gentlemen, now that the era of conflict has passed, and great ideas are being accepted as the result of that conflict; now that we are mingling and mixing with each other—seeing each other face to face; now that seas are crossed, and continents are neighbored, and men talk to each other across wide expanses with pens of lightning and tongues of fire, mere political theories subside, and the great truths of industry, energy, and enterprise become vital; and hence it is, when this gentleman consented to bring to you his fresh credit, his unstained name, untrammeled by the coils of party, and his scorn of the mere differences among men, he gave you the very best assurance of his sincerity. I think he has passed beyond the realm of mere pecuniary ambition. Having just closed the 48th year of his life, he can look forward to being identified with the great work of reconciliation and redemption—of opening up to you that vast empire hermetically closed so long—of making you what you should have been from the first, the centre and the beginning of the greatest international railroad in the world. Now let me talk to you as a Northern man, and say that we come here as brothers, friends. I have never before seen this wonderful region, and since we left New Orleans on Saturday evening, to all of us it was a new revelation; everything was fresh, everything was novel. As we advanced into the heart of this great region, and landed in the midst of your beautiful little metropolis, it was something charming to find so much refinement, cultivation, and courtesy; and, gentlemen, I felt doubly proud of our country to see the evidences of the courage with which you sustained your side of the great conflict through which we have passed. It was something to know that we met as foemen in war, and that we are now brothers in peace; and I tell you that there is not a heart in the North that does not desire to throb in unison and friendship with you; that there is not a man or woman in my section who does not yearn to be your friend, and who does not desire to meet you under our own national vine and fig tree, with none to molest or make us afraid. Having said this much, I feel I would be intruding upon the business of the night if I did more than to thank you for this pleasant opportunity of meeting you.

The speech of Colonel Forney was received with many evidences of appreciation by the meeting.

SPEECH OF COLONEL THOMAS A. SCOTT.

Mr. Chairman and Members of the Board of Trade of Shreveport: I may state that after coming here with Gen. Dodge, chief engineer of the Texas and Pacific Railway Company, and several directors of that organization, and examining your city in all its bearings, we have come to one or two conclusions which I desire to lay before you.

First, in order to inaugurate this enterprise and carry it forward successfully, we want your prompt and energetic action, and it has occurred to me, or rather has been suggested by some of your people, that the city of Shreveport would take the matter in hand and provide what this company would require within

your corporate limits. We shall need large facilities for the reception, shipment, and transportation of materials and supplies for a railway sixteen hundred miles in length, and which must necessarily attract to this point an enormous amount of business. After visiting different locations during the day we have come prepared to make the following proposition: That the city of Shreveport shall provide by purchase and transfer by deed in fee to the Texas and Pacific Railway Company all the property lying between Commerce street and the Red river, commencing at the line of Cotton street and extending down the river to the boundary of what is known as the Silver Lake tract, embracing all the property between Commerce street and Cotton street to the river and to the Silver Lake tract, and to protect the river embankment by such suitable cribbing and work as will make it a permanent and safe location for the depots of this company, and also to grant the right of way for the company to lay down tracks from their present terminus down Cotton street to Commerce, and along Commerce to the Silver Lake tract, and to use thereon the machinery and equipments of this company at such times and in such manner as it may find convenient to accommodate the traffic to and from the depot location as designated; and also to and from such extensions of tracks to the Silver Lake tract as may be necessary to meet the requirements of the company in the receiving and delivery of traffic, material, and supplies to be transported over its road for construction, and all other purposes.

These are the only things we ask you to do for this company, in return for all of which I think we may say with safety we can bring to your city a large number of people and great increase of business, and within a short period of time extend this road to the centres of your most Western counties, so that you may have the opportunity of bringing to Shreveport a large share of the products of your own State and of Texas.

When this is accomplished it will be to your interest as well as to ours to secure an outlet by the way of Memphis or Vicksburg. The road by way of Vicksburg is now so far advanced that the completion of one hundred miles additional would give you a fair connection to New Orleans, about one hundred miles longer than the direct line. It will also give a short and very direct connection through the lower Gulf States to Richmond, Washington, Baltimore, Philadelphia, New York, and New England, and also, with the line being constructed to Cairo by Col. McComb, complete lines to St. Louis, Louisville, Chicago, etc. That work, I understand, is involved in serious litigation at present, which may delay its prosecution, but if your people show the proper enterprise and liberality, I think it can be done within twelve months from this date. These are the things I would like to see the citizens of Shreveport take hold of, and if you can say to our company within ten or fifteen days that you will give us the right of way to extend our road and depot facilities, we will bring to this point an amount of business that cannot fail to contribute essentially to your material prosperity. I desire to thank the Board of Trade for the honor they have conferred upon me in electing me one of its members, and I hope to have the pleasure of meeting them in the future, and now desire to express to the people of Shreveport our gratitude for the hospitalities and courtesies they have been pleased to extend to our little party.

At the conclusion of Colonel Scott's address A. H. Leonard, Esq., was called for, who proposed, in a few neat remarks, a resolution to the effect that the proposition of Colonel Scott should at once be accepted and submitted to the board of administrators for ratification. [The offer of Col. Scott has since been unanimously accepted.]

In seconding the resolution of Mr. Leonard, Colonel George Williamson advocated the adoption of the proposition made by Colonel Scott. Upon the part of the Shreveport Board of Trade, he responded to the hearty expressions of good will used by Colonel Forney in his address. He esteemed the gentlemen whom he had the pleasure of welcoming to-night as exponents of the ideas of modern progress, and as Northern men whose hearts felt kindly toward the suffering South. He said it was necessary, in order to restore harmony between the sections, for the people to know each other; that when better acquainted, animosities, envies, and jealousies would be assuaged; and then would arise a homogeneity of interest that would bind the people together. He indulged the hope that the time was not far distant when North and South would join hands in rearing monuments to those noble heroes of the war, of whom Americans and all mankind were proud, as the highest exemplars of human virtue and patriotism. The speech of Colonel Williamson was well received, and elicited much applause, although delivered in a rather quiet and conversational tone. It was brief, and expressed in that classical good English of which that gentleman is so complete a master.

The resolution was unanimously adopted, after which Colonel Forney said:

I am instructed by Colonel Scott to say that he highly appreciates the promptitude and unanimity with which the resolution has been adopted, and I need not say for him that his word is always as good as his bond, and what he says he means. Now let me add a few remarks supplementary to the speech of my good-friend Colonel Williamson. After the death of your Stonewall Jackson, whom we regarded as the Knight of the South, inasmuch as he presented a singular combination of Christian virtues, I printed an editorial from my own heart, testifying to his high qualities in the midst of that fierce conflict when the lintel of every household was draped in mourning. In response I received a letter from Abraham Lincoln in which he expressed his appreciation of the motive that prompted me to pay a proper tribute to such virtues and valor. Yes, Mr. President, the day of revenge has gone, the day of reconciliation is coming, and God grant it may come quickly and stay long. I well remember the bitterness with which the North regarded your deceased leaders, and yet, as I pass through your hotels, private houses, steamboats, and places of public resort, and gaze upon the lineaments of Robert E. Lee, I do so no longer with resentment. I remember him and the motive that prompted him to draw his sword. I remember the rancor with which that motive was criticised, but now all is forgotten. Peace and prosperity are beginning to light up your dark places, and the time is arriving when the name of Robert E. Lee will be remembered in the North as that of a man who honestly believed he was fighting in a cause which was right. May we not in the same spirit demand from you recognition of the Great Man who fought against him on the side of the Union? We have reached an era in which, no matter who is elected President, the wheels of progress will move onward. I believe this people has outlived its passions; is settling itself down upon the eternal rock of truth, and will presently stand before the nations of the earth, ready to fight against a world of arms, if it must be, but more ready for the conquests of civilization. [Cheers.]

After the appointment of a committee of five to confer with the municipal authorities, the meeting adjourned.

At Jefferson, Texas.

AN ENTHUSIASTIC RECEPTION—GENERAL TURNOUT OF THE CITIZENS—SPEECH OF COLONEL FORNEY.

Jefferson, Texas, *June* 22, 1872.

Colonel Thomas A. Scott, and the gentlemen with him interested in the Texas and Pacific Railway, arrived here at ten o'clock last evening, from Marshall, eighteen miles distant, having enjoyed a pleasant carriage drive across the country. They received a most cordial and enthusiastic reception from the people of this flourishing and enterprising city. Long before they reached Jefferson they were saluted with the firing of cannon, and just after they crossed the ferry and entered the city limits, they were met by a band of music and the Committee of Arrangements, headed by Judge Macadoo, the firemen of both colors in full uniform, and a large procession of citizens. Every house was illuminated, and bonfires were lighted at the most conspicuous points. Having reached the Central Hotel, Colonel Scott and his party were formally introduced. The band played "Hail to the Chief" and other appropriate music. In response to calls for a speech, Colonel John W. Forney was introduced, and spoke from the balcony as follows:

Gentlemen: I appear before you on this auspicious occasion not upon my own account, but as the friend of your distinguished guest, Colonel Thomas A. Scott, of Pennsylvania. He comes not bearing with him any of the trophies of war, but on a mission of peace, reconciliation, prosperity, fraternity, and civilization. [Cheers.] Standing here as we do, twenty-four hundred miles from our homes, for the first time in our lives, passing through a constant avenue of novelties to us, who had never seen the peculiarities of your special civilization, there is something striking in the fact that Colonel Thomas A. Scott is here to pledge to you his fresh credit, his untainted name, his unshaken energies, in the prosecution and completion of the greatest work of the age. [Cheers.] There is something majestic in this idea, and I congratulate you upon it. After passing through an era of blood and peril, we are here to embark, let us hope, upon new centuries of brotherhood. [Cheers.]

The greatest railroad on this continent will soon be commenced in earnest [cheers], so that henceforth, divided as we have been, we shall be united by the iron ties of commerce, by the indissoluble ligaments of peace and affection. Never before having traveled in this tropical region, I felt a glow of pride as we steamed along the Father of Waters, and rode up the wonderful Red river, and finally entered the empire of States—this world in itself. When the great North, which has been so ignorant of you, and which has so long misunderstood you—when that far North hears that it is the home of refinement and of cultivation, her multitudes will seek your broad savannas, and from all parts of the world emigration will hurry forth to a region without winter, where almost perpetual spring and summer abound, and where perennial crops reward the husbandmen, where all the populations of this great nation may be assembled, to use the language of Secretary Boutwell, without being more crowded than the State of Massachusetts. [Cheers.]

I thank you in the name of Colonel Scott and my associates for this hearty and characteristic Southern welcome. [Applause.]

The party then partook of refreshments, and afterwards attended a ball given in their honor by the citizens of Jefferson, where they had an opportunity of meeting a number of the principal ladies of the place. Early this morning they were driven to various points of interest in and around the city. Every courtesy was extended to them during their short visit. They returned to Marshall this evening, and leave there to-morrow morning for Long View, the present terminus of the Texas and Pacific, and go thence through the interior of the State, stopping at Dallas, Fort Worth, Houston, and Galveston.

At Marshall, Texas.

ADDRESS ON RAILROADS DELIVERED BY COLONEL JOHN W. FORNEY, AT MARSHALL, TEXAS, ON SATURDAY EVENING, JUNE 22, 1872.

In response to an invitation of the citizens of Marshall, Texas, Colonel Forney delivered an address on railroads in the Court House, at Marshall, on Saturday evening, June 22. The room was crowded and great enthusiasm prevailed. The citizens were jubilant on account of having secured the location of the shops of the Texas and Pacific Railway, and when Colonel Forney was introduced by T. W. Fraley, Esq., he was received with great applause. After it subsided he spoke as follows:

Mr. President and Fellow-citizens: In what I may say to-night in response to your invitation, you will, I trust, excuse me if my remarks are desultory. We have had one hard week of travel, starting from Philadelphia on Wednesday of last week, over 2,300 miles distant, for the purpose of beginning what I conceive to be the greatest enterprise of the age. What with the travel and fatigue, I am scarcely prepared to enter into such a discussion of the subject as its magnitude demands.

We have within the last hour arrived from the prosperous and promising city of Jefferson, in your immediate vicinity, after having, through our chief, Col. Thomas A. Scott, consummated arrangements by which the people of that point have been satisfied, and the scheme itself, so long delayed and so patiently waited for, is now at last in a fair way of vigorous and successful prosecution. The first intelligence which reached Colonel Scott on his arrival here was that the people of Marshall had to-day accepted his generous proposal. [Applause.]

I congratulate you, my friends and countrymen, upon this auspicious occasion. It may be worth mentioning that had you failed to meet his most moderate requirement, there would have been many other candidates for the facilities which you have now wisely concluded to accept and apply to yourselves. In a somewhat long and exciting life I may say that I have never known any enterprise to awaken such sincere and universal interest. Colonel Scott, as you are aware, does not come among you for any personal ends or personal ambition; he is simply the minister of peace and progress; he comes without pretension and without parade, leaving behind him a business and occupation more absorbing than have ever before been concentrated in any one individual. To give you some idea of the stupendous work performed by this modest and unpretending citizen, you will be startled, perhaps, to learn that more than four thousand miles of railroad are under the control or managed by

the great corporation of which he may be called the executive chief, and you will the better comprehend as you contemplate this fact why he has left the scene of his arduous and incessant labors to accept the duties of president of the Texas and Pacific Railway. Far removed, therefore, from all expectation of pecuniary reward, he comes here impressed by the peculiar solemnity—I had almost said peculiar sublimity—of this enterprise, to give you the earnest of his presence and to instill into you some of the vigor and determination which he has brought to the great work of which he is second in command, and, therefore, to assist you in carrying forward your important railway.

Twenty-five years ago—less, in fact, when we consider that the great Pennsylvania Central was not really begun until 1847–48—we, in Philadelphia, had precisely the same difficulty that you are now passing through. When it was proposed to push forward a line of communication between the river Delaware and the river Ohio, and when the city of Philadelphia was called upon for a loan, the retrogressive spirits of that city rose in arms at the suggestion that they should become responsible for a certain large amount of money. An exciting contest took place; even personal violence was witnessed at the meetings held in the Chinese Museum. At last, after the earnest efforts of such spirits as Frederick Fraley, the distinguished brother of the chairman of this meeting, and other citizens of equal enterprise and note, a loan was secured and the work was commenced. In the whole catalogue of progress there is nothing so striking as that between the receipts of the Pennsylvania Central road in the first few years and the receipts of that great corporation to-day.

I have not got the figures here present—not having had time in the hurry of our transit from Jefferson—but I can refer you to the aggregate and to the fact, now conceded by the whole civilized world, that the Pennsylvania Central is not only the source of unceasing profit to the company itself and to the assured and increasing interest of the stockholders, but that it has made of Pennsylvania to-day—and I say it boldly—a State the affluence and wonderful growth of which have no parallel save in the magical advance of such a State as Illinois.

One fact may be stated in this connection, which may be directly attributed to the success which has crowned the enterprise with which Colonel Scott rose and grew, and strengthened with its strength, namely: that the city of Philadelphia is now manufacturing at the rate of $345,000,000 a year, thus placing her above any other manufacturing city in the world. One locomotive shop, that of Baldwin & Co., with an army of workmen, turns out a first-class locomotive every day; and those of us who reside in that city are constantly amazed at the ingenuity and prolific invention of our mechanics. Every description of manufacture is produced in Philadelphia, from the huge locomotive to the most exquisite tools in steel, intended for the higher branches of skilled labor, excelling those of Europe in their superior finish—fine cotton and woolen goods, shoes, and hats, for exportation, the volante for far South America, and every conceivable variety of machinery and articles, many of which are sold to and used by persons supposing them to be of foreign manufacture. Our great coal fields have been developed magically; our iron treasures have been produced beyond calculation. As an instance, I will call your attention to the extraordinary prosperity of the Valley of the Wyoming, so beautifully and memorably celebrated by Campbell in his great poem of Wyoming. Twenty years ago it was almost a wilderness, and to-day it stands a marvel of what can be accomplished by American labor properly encouraged. In 1858 I was invited to the city of Scranton, to deliver a lecture for charitable purposes. It was then a straggling village, with one brick tavern and a dozen frame houses. It is now a metropolis of

fifty thousand people, with thirty or forty railroad traeks, main and tributary, entering its boundaries. It has no rival in the bustle and ambition and aspirations of its people, save perhaps in the single city of Chicago. Situated in a region of singular beauty, this fact is presented, that in the valley which runs through Wilkesbarre, which witnessed the trials of the early colonists in the days of the Revolution, and extending about forty miles to Scranton, with a width of ten miles, land could have been purchased in 1858 for $200 an acre, but scientific investigation having proved that the whole surface is underlaid with the finest quality of anthracite coal, it is now selling at $3,000 an acre, while the city of Wilkesbarre itself is mainly built over land containing the same precious material. We have an iron mountain in Pennsylvania chiefly owned by the distinguished George Dawson Coleman, which it has been ascertained by scientific measurement contains forty millions of tons of iron ore, sold at the bank for from six to eight dollars a ton.

I mention these incidents, my friends, to show you what your own future must be. Your present condition would have been like ours if the remarkable political gospel had not been taught and believed in by great numbers of intelligent people of both parties, that the General Government should not encourage the development of the internal resources of the country. All of us recollect that it was a party contest some years ago to vote down every proposition for the improvement of our rivers and harbors. That far-seeing statesman Judge Douglas, in 1845–46, appreciating the fact that the General Government must move, or else these vast resources must continue to lie dormant, co-operated with the Whig party, which, under the leadership of Mr. Clay, stood forth as the champion of the peculiar policy to which I refer, and by unwearied industry, self-sacrifice, and untiring exertions he carried through his original proposition, the scheme which inaugurated and projected the Illinois Central Railroad, which runs 700 miles through that great State, and is now, next to the Pennsylvania Central, the most profitable railroad in the world. Go to Chicago, the key of the West, and see, as I have seen, in the granite depot of the Illinois Central, destroyed by fire on the 9th of October last, and almost since rebuilt, from fifteen to twenty-five hundred emigrants from all parts of the world waiting to be carried still farther West. I thought when I had reached Chicago, 800 miles from Philadelphia, that I had penetrated into the heart of the West, but here I found the Norwegian, the German, and many of the Latin races, but particularly the Teutonic, waiting to be carried forward to the still more distant West, with long trains of cars filled with ready-made houses, with the roofs, the doors, the scantling, the windows, and everything necessary to complete a perfect dwelling, so that when the emigrant reached his spot of earth for which he had paid from two to five dollars an acre, all that he had to do was to join his house together, and find himself in the possession of a competency for life. Now you will perceive, from what I have stated, the double fact is proved that the emigrant is not only comfortably situated, but that the lands reserved by the railroad have doubled, trebled, quadrupled, and quintupled their original value, and hundreds of thousands of acres are still held for further advancement. Judge Douglas had no superior in unselfish devotion to his people, and the proof of this devotion is found in the fact that, while he has enriched his adopted State and poured millions upon millions into the coffers of the people and into the treasury of the Illinois Central Company, he died poor, and there is nothing left to identify him with this marvelous cause but a modest monument on the shores of Lake Michigan, raised by popular subscription.

Now, my friends, I stand here in the midst of a civilization nearly as old as Pennsylvania. What would have been your situation if those who led you had

been inspired by the example to which I have referred? At last the hour has come when your dreams, and the dreams of your fathers, are about to be realized. [Cheers.] It is among the glories of the times that although the war parted our beloved country for a period, we are now united in stronger bonds than ever before. [Applause.] I venture to assert that not five per cent., or at least not ten per cent., of the people of the Northern States have the slightest idea of the endless wealth of these tropical States. I speak of myself. I had heard of the great Southwest; I had read of it; I knew its older statesmen; I knew the venerable, vigorous, and always-beloved Rusk; I knew old Sam Houston. [Cheers.] I knew many of your leading men in the past, before our recent troubles, but until I came here I had not learned the extent of my ignorance. In the first place I had no just idea of your people. I had an idea certainly of your resources, but I had no just view of your people. You will pardon me, my friends, when I tell you that Texas was to me a *terra incognita*—something like the islands that Columbus sailed to discover, when the Spanish people thought, as he placed his bark upon the ocean and disappeared behind the horizon, they had bidden him farewell forever. Not such, of course, was my impression of the people of the Southwest, but I had no idea when I was transported here that I should come into a region like this, and I was surprised every step of the way. [Cheers.] I do not speak in flattery. We are here to talk plain facts, plain business. The Red river seemed to be a stream inhabited by gorgons dire, its steamboats floating coffins, and a safe arrival and a lack of explosions a singular exception. [Laughter.] I hardly knew the Mississippi, and as we steamed along its majestic shores and looked out upon the residences of the rich and upon the huts of the happy poor, I felt that it was high time that we should study the maxim that intercourse and acquaintance are certain to ripen into friendship and to fruit into love. [Applause.]

At last we are beginning to know each other—at last we are beginning to see that we must come near each other—at last the mists of prejudice are passing away. I hope that in the course of five years your Eastern connections will be so far completed that these beautiful valleys, these exquisite winter metropoli will be visited by thousands, yes, hundreds of thousands of Northern people, who will come as ignorant as I was, and return, I trust, far wiser than I am to-night. For in the providence of God we are placed here on the threshold of the most sublime future ever placed before mankind. As we study the triumphs of science and see day after day how skilled labor is acquiring its rights, as we realize the wonders of the twin agencies of the press and telegraph, and how a people can only be great who avail themselves of the rare advantages by which that people are surrounded, we must accept our destiny, and we must move with it, or we must die. [Cheers.] We dare not stand still in an era such as this.

That country or that nation which neglects or discards this duty is guilty, I will not say of a crime, but of a blunder which some may call a crime. Now look at the immediate centre in which we stand. See what the effects of your happy action to-day must be. You are here at the legal initial point of the great Texas and Pacific Railway. [Cheers.] This is the real starting point in Texas. Here are to be the workshops under the pledge of Colonel Scott, this day ratified by yourselves. You may well congratulate yourselves upon this happy result, when you consider how little you pay and how much you are to gain. Look at the beginning of the Pennsylvania Central at Philadelphia, and its terminus at Pittsburg, and remember that neither of the great thoroughfares between Philadelphia and Chicago pierces a country such as the Texas and Pacific Railway must pierce.

My friends, you will be the vanguard of an athletic population. In the first place you will soon have among you an intelligent laboring population, who will force emigration into your fertile fields. From three to five thousand laborers will be needed along this extensive line, and your own immediate centre will share largely in the profits of the money expended by the company. [Cheers.] Your town will be filled with people from other sections, and when they come you should cultivate their friendship, and treat them in such a way as to induce them to settle among you. Treat them as we treat all such persons in the North.

Now think for a moment of the intense interest with which the Old World watches your progress; think how essential your staple is to the prosperity of the Old World, and think, too, of what would become of the great manufacturing cities of Europe if it were withdrawn from them, and you will the better realize how they will welcome the messengers of Colonel Scott when they go forth into the financial markets of the Old World and ask assistance in his name to push forward these sixteen hundred miles to El Paso, in Texas, and San Diego, in California. [Cheers.] I shall not be surprised to hear that his difficulty will not be in securing money, but in choosing between the offers that will be presented to him. [Applause.] With this brief statement, you will, perhaps, the better understand how fortunate you have been in the action of to-day, and how fortunate you are in your leader. All that is necessary is, for you to put your own shoulders to the wheel; all that is necessary is, to vitalize, to utilize, and to organize the intelligence, the experience, the ambition of the people who surround me to-night. [Cheers.]

I wish this were the occasion to give the young men of the South before me a personal sketch of the career of Col. Scott—not for the purpose of speaking of him in terms of fulsome adulation, but to show how much the youth of the country may do if they imitate his example. You will scarcely believe that there is hardly a boy listening to me whose parents may be suffering from poverty—that has had more obstacles to overcome than were experienced by our young leader as he carved his upward way out of the rocky steps of adversity. What a lesson is this to the youth of our country! What a lesson to those who have been, I fear, sometimes familiarizing themselves with idle complaints, and who, instead of living in the real present, and working on to the throbbing future—live in the memories of the past—these men should recollect that upon them, and upon them alone the destinies of the future of this great country must depend. [Cheers.] But apart from the commercial advantages—apart from the fact that you are sure to reap great advantages as the head of this great enterprise—let us contemplate what this work must do in the way of peace and reconciliation. In that view it deserves the careful consideration of the statesman. The mere fact that we have not been in common sympathy with each other; the mere fact that there has been arrogance on both sides, the pride of wealth in both, bigotry and prejudice in both, the contempt that one felt for the other—that mere fact may be called the prime cause of the great tragedy which shook the civilized world, and carried us nearly to political dissolution. I venture to say that if Jefferson Davis could have carried his great programme of the Pacific Railroad over the 32d parallel into effect, when he presented his report to Congress in 1855–56 for constructing a road from Marshall to San Francisco, there would have been no war. [Cheers.] Because where the people know each other well they soon begin to love each other. If among these valleys had been whirled the great steam car, the great evangelizer of modern progress, your little town would now be a large city, and the people of the North would have mingled with the people of the South, and

they would have learned to know and to love each other. The people of both sections would have been consolidated by the indestructible agencies of science and a universal catholicity.

Let us not dwell upon the past, however, but march boldly into the recesses of the future, and be equal to the exigencies of the times.

I pledge you that whatever your own feelings may be or may have been, there is not to-day in any single Northern household any emotion for you but that of friendship. [Cheers.] I fully appreciate your situation. "I put myself in your place." I know that you are, or have been, the defeated party. I share with you in many of your complaints, while at the same time discounting them by the pressing necessities and duties of the Government. I know, therefore, that it is to us and from us that you have the right to look and to expect the feelings which, perhaps, you yourselves cannot yet understand; and I say to you to-night that there is not a Confederate officer who comes to Philadelphia who will not be warmly welcomed. It is a little more than a year ago that one of the most distinguished men in the Confederate service, resident in this very State of Texas, identified prominently with the great work in which we are now engaged, came to the city of Philadelphia. In order to convince him of the truth of what I have said to you I invited him to meet me at the Union League in our city. Our Union League, I may say in passing, gentlemen, is to-day one of the most powerful social and political organizations in this country. It numbers two thousand of the most wealthy and cultivated of our citizens, and is almost exclusively a Republican organization. I took my Confederate friend there in order to let him see how we felt in regard to ex-Confederates, and invited him to dine with some twelve or fifteen prominent Republicans—such men as Henry C. Carey, George H. Boker, James H. Orne, Daniel Dougherty, and others—all of them extreme men, and when we sat down to the table I said: "Now, my friend, talk as you would talk in Texas. Justify your actions, criticise us, censure us," and I assure you my friends, he did so, and while this proceeding was going on the halls of the League were filled with merchants, who heard that Forney was entertaining a rebel with no feelings of vindictiveness or anger, gentlemen, but with pride. They liked the example. Of course, my guest solicited inquiry, put himself into the witness-box and bore a cross examination, and it was an evening memorable—one I shall never forget—and as I took him into the depot of the Pennsylvania Central, and put him in the cars, he said: "Is it possible that I have been going through such an experience as this?" He was amazed at the spirit of progress in the North, and felt that the day of peace and reconciliation was at hand. There is no truth more patent to my mind, that no man ever was happy who lived upon hate. I assert that he who allows his resentments to control him is not only an illogical but a distressed man; and I thank God that the individual specimens are so few as simply to prove that that which lasts longest is friendship, that which is most dear is the lesson taught to us by the Saviour of mankind, "Forgive us our trespasses as we forgive those who trespass against us." Colonel Scott comes not as a politician, nor as a successful warrior showing his scars; he does not desire to build this great work entirely with foreign capital, but wants the wealth and confidence of the community through which it passes; and I know that as the intelligence of his prompt and vigorous action passes to the North, it will be as a blast of victory. It will prove that the long delay of which you have been the victims has passed away, and that the people of the North will feel that at last we are to have a trans-continental road through a region free from the blinding snows of the middle and northern routes—a tropical region, an Arcadia, a State more than a State, an empire, whose history itself is a

romance, and yet not less a romance than the reality of its splendid material wealth. But if I were to talk a day I could not say more, and therefore I bid you good-night.

KAUFMAN.

A SERENADE BY THE CITIZENS—MORE SPEECHES.

On Tuesday evening, June 25, at Kaufman, Kaufman county, Texas, a serenade was tendered to Colonel Thomas A. Scott and his party while sojourning at the Gibbs House, in response to which Colonel Forney spoke as follows:

As our little party, after a rough but entertaining ride, entered this interesting town to-day, I was reminded of the fact that the gentleman whose name it bears was my intimate friend. I knew David S. Kaufman well while he was a Representative in Congress from this very district when I was an officer of the House. He was a native of Cumberland county, Pennsylvania, and, therefore, if any of his posterity is here present, and I am glad to know that many of his friends are here, it should be gratifying for them to know that he left the impression of rare integrity, great ability, and high personal and social traits upon all who knew him, and he is still well remembered at the National Capital as one of the truest and best of men. [Cheers.] It is pleasant to be in a locality which bears the name of a native of Pennsylvania. It shows that, after all that has transpired since his death, there still exists in us the vitality which no blood, no death, no bitterness, no revenge can extinguish. Strange to say that, although you are a part of this country, you are unknown, to a large degree, to the great North, of which I am a citizen. Your State is almost like a distant planet which shines afar, is wondered at, and exciting curiosity to know who inhabits it.

Colonel Scott is here as the head of the greatest enterprise in modern civilization, passing directly through the heart of Texas. He comes to obliterate sectionalism—that poisonous bane of our country, which has done so much to make us hate and despise each other. He comes to inaugurate a physical and mental agency, a new era in a New-old World, and will be followed by the great millions of the North, who only have to be informed of your extraordinary advantages—advantages that bless no other people on God's footstool. They will come to share these advantages with you. You will see how they manage their affairs, and you will imitate them in all that deserves imitation.

If you will permit me, my friends, I will now say a few frank words. With us we welcome the stranger without reference to politics or religion. We receive him, we cultivate him, we treat him well, as though he were born among us. We believe there is no such thing as a Republic without such a course; there can be no such thing as civil government without it. We believe in the freest utterance and in the freest action; we believe in the perfect independence of man, always, of course, within the bounds of propriety and law. Now let me say to you, that the first thing you should do when an emigrant comes here is to receive him kindly and cordially; make him feel at home among you, and aid and encourage him in carrying out his ideas of trade, commerce, and agriculture. This is the true idea of fostering and encouraging emigration, and until you accept it there can be no such thing as a permanent and happy population.

How blessed you are! Look at this wonderful prairie, which, when I entered it to-day, after a long and dusty ride over the deep sandy roads, exhilarated me

like a draught of nectar. We felt when we first struck that beautiful expanse as if new life had been instilled into our veins. I never have seen such a sight before; I saw a shining garden blooming with God's best gifts, and said to myself, Can a people thus highly favored forget their wondrous surroundings? Can they remain still and indifferent, when the heart of the whole world is throbbing, and when mankind everywhere is rising to a higher realization of his capacities, and advancing rapidly to the Godhead? [Applause.]

But I am not here to make a speech. I simply came to thank you for the attention you have paid to our distinguished chief, to say to you that he means work, and that his word is as good as his bond. [Cheers.] This is not a mere passing pageant. He represents the great North, which wants to be your friend. You should not complain if the Texas and Pacific does not pass immediately through your town. It will certainly pass through your county, and your people should speedily construct a lateral line, which will afford you facilities for the transportation of the varied and valuable products of your region. You may rest assured that Colonel Scott intends to fulfill his mission, and it becomes the duty of the citizens of Kaufman county to respond liberally in aid of the enterprise.

We have just passed through a considerable portion of your State, and have everywhere been welcomed with kindness. Colonel Scott is accompanied by gentlemen of great ability in their respective rôles. His chief engineer, General Granville M. Dodge, is an experienced and scientific officer, as is proven by the energy he manifested in the successful completion of the Union Pacific road. Our managing director, Mr. W. T. Walters, of Baltimore, is a gentleman of large means and great practical knowledge, and all his associates have been selected for their special adaptation to the duties assigned them. From these indications you will perceive that Col. Scott is here to carry out his part of the energetic programme at the earliest moment. As far as I am concerned, I can assure you I will do my best to place your resources before the people of the North and to attract emigration to Texas. [Applause.] Thanking you again for your attention, I bid you good night.

Dallas

A large meeting and serenade—speeches by colonel J. W. forney, colonel thomas a. scott, and colonel J. W. throckmorton

A large crowd assembled in front of the Crutchfield House, at Dallas, on Thursday evening, June 20, with a band of music, to listen to addresses relative to the Texas and Pacific Railway. The meeting was organized by Col. McCoy; he introduced Colonel J. W. Forney, who spoke as follows:

Fellow-countrymen: I need not say, as I have said elsewhere in this State, how grateful we are for the opportunity of meeting the people of Texas. Place yourself in my position for a moment, and you will perhaps realize the motive that prompts me to say that I belong to a large class who have heretofore entirely misunderstood you, millions of whom do not know you yet. Therefore, when my friend, Colonel Scott, the president of this great enterprise, which is to do so much for you and for the whole country, asked me to accompany him, I came, if only to understand, as far as I could, the merits of your case, not simply with reference to the great railroad which is soon to pierce through

this magnificent valley, but also in reference to your social condition and natural resources. I am not an old man, and yet I am old enough to have been intimately acquainted with men contemporaneous with your struggle incident to the admission of Texas into the Union of these States. If the Democratic party had not done anything else to entitle it to historical remembrance, it would be the fact that to its exertions alone are we indebted for the addition of this splendid empire to the great territory now governed by the Constitution of the United States. [Cheers.]

It does not need any special illustration or any special imagination to show what would have been our fate had this great empire continued to maintain its independence, "hanging," so to speak, to use the language of an illustrious personage, "on the verge of the Constitution," making of itself a rendezvous and an arsenal, and contributing by its means to keep up an excitement in the neighboring Republic of Mexico. Surely it must have become a constant source of irritation, a running sore. Ever since then it has grown with the growth and strengthened with the strength of the old Republic, and to-day there is no portion of our continent which is attracting so much attention as the State of Texas. It is, in fact, the most interesting of our commercial problems. My mind reverts to the period, now nearly thirty years ago, when that great statesman, gone to rest, was in the prime of his life—I refer to a native son of Pennsylvania, Robert J. Walker, of Mississippi, who gave to the enterprise of the annexation of Texas all the matchless gifts of his mind, his rare intelligence, his magnetic oratory, his ripe experience, and that unwearied industry which had no match in the men of his age, save in the person of that other statesman, Stephen A. Douglas, of Illinois, who came upon the stage in 1843, and who threw himself into the conflict with all the ardor of his nature. When in the gallery of the House of Representatives in 1845, I listened to the remarkable debate between John Quincy Adams, of Massachusetts, and Douglas, on Texas, I was very young. Mr. Adams made a dogmatic statement in regard to the boundary between Texas and Mexico, the truth of which was challenged by Judge Douglas, then a young member, which excited the ire of the Massachusetts sage, who seemed surprised that one apparently so inexperienced should take issue with him on a plain historical fact, upon which Douglas sent to the Speaker's desk a letter which he asked the clerk to read, in which the very ground assumed by himself was taken by John Quincy Adams when he was Secretary of State in 1819. The old man had forgotten what he had written twenty odd years before, and turning around to the young statesman of Illinois, he congratulated him upon the beginning of his career, while gracefully admitting the error in which he had fallen. These events, my friends, I bring before your minds now, to show you that the addition of your great Commonwealth to the Union was a matter of national interest even then; and now standing here, I am reminded of another coincidence, that if the name of a Pennsylvanian has been assigned to the adjoining county of Kaufman, this county is called after George Mifflin Dallas, of Philadelphia. As if to complete this chain of coincidences, Col. Thomas A. Scott, of Pennsylvania, after long delays is called to the presidency of the great Texas and Pacific Railway. With his fresh credit, in the vigor of his manhood and his long years of experience, his career and his example are a lesson to every young man. When he speaks he means what he says, and in our community he is the type of a man who never breaks his word. [Applause.]

You will hear from the lips of our president, in his own quick, sharp, bright way, of his progress. [Cheers.] I am here, gentlemen, to congratulate the country upon the auspicious beginning; I am here to say to you that, while I

congratulate you upon the gifts which a bounteous nature has bestowed on you, I cannot congratulate you upon other things. I wish I could see now the representatives of other nationalities, citizens from all the States of the Union—men from the different countries in the Old World; I wish I could see also the youth, the energy, the ambition, the daring of the great industries. This is what you need. You need foreign emigration and the athletic giants of trade in the New World. That they have not been here before is not your fault; but may be partly owing to the fact that the National Government has heretofore refused its aid to the development of the internal resources and industries of the nation. Had the same policy been granted that was awarded to the Illinois Central Railroad, running through the State like a great backbone and building up on the shores of Lake Michigan the most unique city in the world; had that policy prevailed, Jefferson Davis would not have been compelled to wait to see his great enterprise postponed till 1872 and then to be initiated by Northern men.

His report to Congress, giving a survey of this road, would have been utilized in 1855, during Buchanan's administration, but for the calamitous theory that the General Government could not use its power for the development of the resources of the States. Every great modern enterprise encouraged has bloomed and ripened into magnificent perfection. Great works, born of the brain of able and honest men, have wrought great results, and now I hail the day when, with the aid of the Government, these important lines are to be completed. [Cheers.]

When you remember how the European heart stirred when your great staple was withdrawn from its market, how starvation impended in great manufacturing cities, you will perhaps realize how the statesmen of the Old World regard the enterprise soon to be begun; you will at the same time understand how readily the credit of our company will be honored abroad. The story of the Pennsylvania Central is in itself almost a romance.

You ought to visit us and see the wonderful results of this great achievement. You ought to see how it runs through our State, how it is bound to our counties by lateral lines—how it has developed our coal, and iron, and oil—that great element which came in to relieve our sinking credit in the midst of the conflict between the two sections—how it has enabled Philadelphia to become one of the greatest manufacturing cities in the world. And yet this is not all.

The Pennsylvania Railroad Company owns, controls, and manages some 4,500 miles of rail, including its main trunk, 356 miles, to Pittsburg. When we consider this magnificent scheme, the daring of its managers, the skill and integrity of its projectors, we may anticipate the time when this great work shall half encircle the world. A line of steamers has been proposed to run from Philadelphia to Liverpool, and when that line is completed we shall enter into competition with New York and other great ports. Then come the great lines which connect us with the Pacific Ocean, so that by means of that instrumentality the Oriental nations and the civilizations of Europe will be brought into direct communication with us. And how must this affect you? What has been done in Pennsylvania will be repeated with added wonders; but as I see thousands of emigrants pouring upon you by means of great steam lines, aided by the subsidies of the National Government, touching at Galveston and New Orleans, I can scarcely describe the future of your section. All that these vast millions need is to be informed, as I have been informed, of your wonderful resources. I would take any European statesman along the road we have traversed from Philadelphia, this very day two weeks, along the Mississippi,

then conduct him through that bizarre Red river, thence to Shreveport, thence to those great savannas which burst upon us yesterday morning, after having toiled through the heat, dust, and morass for several days, and as he reached the prairie an impression would be created that never could be forgotten. Looking at it, not in the eyes of imagination, but contemplating it in the very presence of real facts, you are in the vestibule of the greatest future that any people have ever known.

Think of the contrast between your almost perpetual spring and summer and our long and bitter winters, where when anything is done it must be done by hard work. Our Pennsylvania farmers rise with the lark and work late into the shades of the evening for the purpose of accumulating enough to keep them during winter. We of the North have no such blessings as you. Nature has been such a bounteous mother that you can almost live without labor; but I trust that when these new elements are brought around you, you will learn that there is nothing so honorable as honest labor. [Cheers.] Until that lesson is taught, until it is infused into your blood, into your brain, and into your brawn, you cannot be worthy of the destiny which God Almighty intended for you. The dignity of labor—where is there a thing so worthy of comtemplation and ambition? Take the men of the North and the men among you who have risen by sheer force of intellect and by hard manual labor, and see how they have brightened your history. Let the man who has risen by toil, and who has made his way by his hands and his brain, be with you as he is with us, a nobleman, and your fate is fixed. I believe, gentlemen, I have said all that is necessary for me to say, and I only repeat my sincere thanks for the opportunity afforded me to meet my fellow-countrymen of Texas.

SPEECH OF COLONEL THOMAS A. SCOTT.

GENTLEMEN: I am here before you to-night almost unexpectedly to me, and certainly unexpected one year ago, as the executive officer of the great Texas and Pacific Railway. Your committee has thought it best that I should say a word to the people of Dallas as to what this corporation proposes to do with this magnificent work. What I say will be very short and to the point. Within the last four months the company has been reorganized, electing me its president. The Congress of the United States has since granted all the legislation that we desired in order to perfect the financial scheme to build this road. It has been very liberal. In the various communities and cities we have visited in the State of Texas, we found the people ready and willing to push forward this enterprise as rapidly as possible, but all your energies will be required to accomplish this result.

I may say that the financial arrangements are now in such a condition that I can assure you the work will be commenced within sixty days in connection with a line westward in this direction. I may say further that within the next five years, unless some unforeseen event occurs, I believe we can drive this road to the shores of the Pacific. [Applause.] Certainly if I live and keep my health it will be my effort to construct the Texas and Pacific to the ocean. [Cheers.] We want the people of Texas to take hold in earnest in this matter. One year has already been lost through unavoidable delays, and we may need a little time from your Legislature to complete the work—but the construction once commenced will go rapidly forward, beyond question. [Applause.]

Since we have entered Texas, at Shreveport, Marshall, and Jefferson we have met with the greatest kindness, courtesy, and liberality. Every attention has been shown to us, and every proposition submitted has been accepted. My

effort has always been to make the request for aid as small as possible, as we propose to do in this case. My impression now is that the line can be completed here within the next fourteen or fifteen months from this date, and in two years we shall make the junction at Fort Worth; and I have yet to find a citizen of the State of Texas, with whom we have discussed the subject, that does not say at once there will be no difficulty whatever in having the time extended, if that may be necessary. One thing is certain, when the work is once commenced it must and will be pushed through to the Pacific. [Applause.] I do not know that I can say anything more except to repeat the work shall be commenced at once, and shall go right on until we reach the shores of the Pacific. [Applause.]

SPEECH OF J. W. THROCKMORTON.

Colonel McCoy then introduced Hon. J. W. Throckmorton, who said:

FELLOW-CITIZENS OF DALLAS COUNTY AND GENTLEMEN: I feel that I need no introduction to the citizens in this part of Texas, and more especially do I feel that I need no introduction when the question of railroads is under consideration. I feel that we are indeed about to realize the conceptions formed some twenty years ago. I remember well in 1852–53 that one of the favorite children of this great Union presented to the American people, and especially to the people of Texas, the project of the introduction of a thoroughfare to connect the waters of the Atlantic and Pacific Oceans. It was your own Thomas J. Rusk who conceived the idea of constructing a road which should unite by iron bonds the commerce of the two oceans. His mighty mind conceived the idea that the best route for that purpose was through the territory of Texas.

Perhaps he saw it in the events of the times, and I sincerely wish he could have lived a few years longer to have seen the realization of his hopes. Up to the time I became a member of the Legislature of Texas I had not the good fortune to meet General Rusk, and at the second session he came and presented to the Legislature this grand project, and it was through his instrumentality that Texas passed a law that brought into existence the first corporation which concluded to undertake the enterprise we are considering to-night. Remember that in the generosity of our hearts and in the anxiety we felt to secure this thoroughfare, Texas as early as 1853–54, tied up two degrees of our magnificent territory from the western boundaries of the State that this grand project might be accomplished. Time rolled on, and the father of this important enterprise departed this life. He did not live to see it consummated, but I feel in my heart, from the assurances of Colonel Scott to-night, that the grand conception is about to be realized. Can you, my friends, imagine how important it is to your immediate locality that this great work should be carried through?

On former occasions I drew a picture for my fellow-citizens something like this: Imagine yourself in a beautiful section of the country, upon the banks of a mighty stream—a stream from whose bosom there arose no pestilential vapors—a stream upon whose surface the commerce of the world might ride in perfect safety—can you imagine what this country would be if we had such a stream as the Red river gliding along noiselessly from the great waters of the Pacific connecting us with the waters of the Atlantic? What a country this would be if you were living upon the banks of such a stream and could transport your commerce to all parts of the world, and could see the traffic of all civilized nations borne on its waters. Instead of the river, however, we may realize the picture

in the construction of this great work. The commerce of the world may travel through your midst, and make you what my friend has intimated you deserve to be, the greatest of the people on this continent. I mean in the industrial and productive resources of the States. [Cheers.] Is this grand picture to be realized? I feel that it is in your power to have it verified. Texas has done nobly to bring about the consummation of this project by her generous munificence with her vast public domain. But it depends upon the brain and capital of our Northern countrymen to complete it.

My friends, we have here to-night two representatives of the two great elements of our Northern countrymen—the one representing the great commercial interests, who stands unparalleled as the projector and builder of railroads [cheers], and the other the representative of the intelligent press of the country—and it gives me pleasure to tell you that when I first went to the political metropolis of this nation I met Colonel Forney, then working heartily for this enterprise. [Applause.] It was a common platform, upon which Texas, New York, and all the States of this Union could meet without one discordant vote. Allow me, my fellow-citizens, to remind him of the expressions which fell from his lips on that occasion. When we met the gentlemen of New York, he asked me to give an account of the condition of the people of this section, and after I had done so, he said that the northern and middle portions of this country had received the bounty of the Government to aid in the construction of two lines of railroads from the Atlantic to the Pacific, and that he thought it should also be bestowed with equal liberality on the Southern States. [Cheers.] The construction of this road is not only a matter of necessity for commerce, but an act of justice to the people of the South—and its construction by the Government would go far towards healing the ghastly wounds of the recent conflict, and would bind together the hearts of our countrymen.

Nothing can be done by statesmanship, calculated to do so much good, as the construction of this great work throughout the length and breadth of these great States. I felt that there was real statesmanship in these remarks that would tend to the happy reconstruction of the Union, and would do more towards producing that result than any of the measures which Congress had passed on the subject. I felt that if we have our grand work completed you can mingle with our Northern countrymen, and that the same happy lesson my friend has experienced since entering into Texas would be experienced by thousands of others.

I desire to say to my Pennsylvania friends that they have seen but a small portion of Texas. They have not seen the broad prairies teeming with ripening corn, and with thousands of acres of cotton; but let me call your attention to a single instance, that will illustrate what I desire to impress upon their minds in regard to the fertility of our soil, and the adaptation to every variety of products. In the county of Dallas there are less than six hundred thousand acres of land. When I say that five hundred thousand acres of this land can be put into cultivation, and all of which is productive, I am not very remote from the fact.

It is not a fanciful picture. It may be a little beyond the reality, but when I speak of my county of Collin I am quite sure I am within the bounds. Imagine what would be the production and what would be the exportation from a single county of Texas if we had the facilities of transporting our own crops to market. We will have every acre in Collin county under cultivation in five years if the road is constructed. [Applause.] Suppose one hundred thousand acres are planted in cotton, and you only raise one-half bale to the acre, there would be fifty thousand bales of cotton. Now let me ask some gentlemen what

these fifty thousand bales would be worth to-day? That is but a slight sample of what one county can do in the way of production. We want labor to bring this land into cultivation in order to bring about this production. Give us the commercial facilities, and emigration will pour into the country, and the Texas and Pacific Railway will do a greater amount of business than any other line in the country.

A single county in Texas is capable of raising and exporting for the necessities of the Old World as much wheat and corn as could be furnished by any other State in the Union. I will say that Collin can produce more for the markets of the world than many of the States of the Union, and I feel that I am stating nothing but what is true. [Cheers.]

My fellow-citizens, you have been in anticipation a long time of the construction of this Texas and Pacific Railroad. The present organization is effective and appreciates the necessity of its construction, but there is also something for us to do. I feel that no work of this kind can be accomplished without an extraordinary amount of mental and physical labor and the needful cash. New railroads are not to be built upon wind, and while you expect these gentlemen to push this work rapidly forward you must remember they have to lay the ground-work of a financial scheme that will enable them to prosecute the enterprise vigorously from the time it is commenced until it is completed. I wish that the hardy pioneers and early settlers who first came to this country, who lived upon buffalo and venison meat, corn bread, and dried beef, could be here to realize, in the growth and prosperity of our State, their fondest anticipation.

I wish old John Liedendiem could be here to see Dallas what his early fancy pictured it. I feel that these gentlemen come here impressed with the importance of building this railroad, and that the work should be done as quickly as possible, and I believe that spirit will do more to develop our country than anything we can do. As a people we are mighty and powerful in resources, but we are miserably poor when we come to the means necessary to carry on this gigantic project. The world stood in amazement when the idea was conceived to attempt to build the Union Pacific and the line that ran through a still more northern portion of this country. The world was astonished to think that any people under the sun should attempt such an enterprise while a deadly conflict was raging between the two sections, and while the Mississippi was being dyed with the blood of our countrymen; and when the war came to an end I was truly astonished to know that the Union Pacific had been nearly completed while the great struggle was taking place between us.

This is a lesson that should be improved upon, and by the aid the Legislature has given, and the sure encouragement of the future, I expect to see this grand work consummated. Think what Dallas will be twenty years from to-day, if this great railroad is completed. There is no tongue that can depict to the people in proper colors what this glorious region will be in twenty years from the consummation of that grand work. We have the most magnificent stretch of territory, and the most productive region on the continent. When I say this, I speak it soberly, and only say what I believe to be true. [Cheers.] Not only have we the productive capacity to supply the Old World with more cotton than has ever been raised before, but, if we had the labor, Texas alone could produce more cotton than has been produced anywhere else in the world. [Applause.]

Take the fourteen, fifteen, or twenty counties surrounding us, and remember that their wheat crops are now turning out and averaging from nineteen to forty-three bushels to the acre. Think of it! If all these fourteen, fifteen, or twenty counties were covered with waving wheat fields, or bending beneath the golden,

ripening corn, they would produce enough food to supply almost the entire civilized world, and we can contribute, perhaps, more to the support of life and to the support of manufactures than any other people on this continent. [Cheers.] Our lands will not only produce wheat, oats, corn, cotton, and tobacco, but are equally adapted to all the other cereals, vegetables, and fruits of the earth.

Colonel Forney. How about the cattle?

That is too large a subject for me to talk about. It has been but a few days since I was in St. Louis. The first barrel of new flour had just been shipped there from Georgia. It sold for two hundred and fifty dollars! And why? Because it was unexampled at this season of the year. Now, suppose we had our connections with St. Louis, how many barrels could we have sent there long before that barrel arrived from Georgia?

While speaking of breadstuffs and cotton my friend, Colonel Forney, asked me to say something about cattle. We annually send hundreds of thousands to the North, across the country, and when the road is completed they will arrive there in a far better condition than at present; they are now driven a great distance before being shipped. What a country is this? The mind does not exist that can conceive of the grand future that awaits the people of Texas, if they go to work to develop its resources and labor to make it what it deserves. It is not only the greatest in extent of territory, but the Empire State of the Union in resources and in production.

Its mineral resources are undeveloped, but I feel certain that it possesses coal and iron in abundance, and other precious minerals. In 1850 myself and some other gentlemen started out in search of coal. I thought then that this road would be located down towards Galveston. We knew that coal from Pennsylvania was brought by mighty ships to New Orleans, and had to be transported around the waters of the Gulf. I felt that if there was coal in Texas, such as I had reason to believe there was upon the Brazos, its development would unfold millions of wealth; and when I look at the hills of Pennsylvania and see workingmen delving into them and bringing forth immense masses of coal, I feel that it needs but this Pacific Railroad to develop it in our own region. We found specimens of coal on our expedition, and I know that it abounds somewhere in the region I have referred to, in large quantities. I think somewhere in that section, also, is the great copper region laid down on the map of the treaty made by Mr. Adams with the Spaniards in regard to New Mexico.

We brought with us specimens of copper ore from one of our expeditions, and sent it to New York and Baltimore. We dug down some ten or twelve feet, and secured some 1,600 pounds of ore. We drove a considerable distance from the interior of the State, then carried it from Weatherford to Bryan, nearly three hundred miles. It was sent to New York, from there to Baltimore, was carefully analyzed by Mr. Swinson Rand, and notwithstanding the expenses of transportation, it yielded a profit of one hundred and twenty-five dollars. It also abounds in Palo Pinto county. It is near the line of the road. Of the presence of silver and copper there can be no question. Traditions among the Indians, and late explorations of the mountains of New Mexico and along the Rio Grande, show that that is one of the richest silver regions on this continent. The development of these wonderful resources of wealth, which will contribute not only to the greatness of Texas, but to the greatness of our common country, depends upon the completion of the enterprise which has brought us together to-night.

The subject is too grand for one mind to contemplate. It is one that requires time and thought for preparation and condensation. There is too much to be

said for one address, and I can only to-night refer to our capabilities in general terms. Let us make up our minds to extend to emigrants from all sections, whether from the United States or from across the waters, a cordial greeting and a God speed in their undertakings, and by their aid we can develop the great resources of our Empire State. When I was in Philadelphia I went with Colonel Forney to the depot of the Pennsylvania Central, and as I rolled along through the mountains and valleys of the old Keystone, and saw the people at work on many of their sterile hills, I thought of the grand future that awaited my own loved and beautiful Texas if one-tenth the amount of energy were displayed in its development. I have been greatly impressed with his reference to the noble efforts of Judge Douglas in reserving liberal donations of public lands for the Illinois Central by means of which the waters of Lake Michigan, the Ohio, and the Mississippi have been connected together by one common chain, and Illinois made one of the greatest States in the Union. How thoroughly has his vision been realized in that State!

They have more railroads there than we have stage routes in Texas, and yet our wants are far greater than theirs; and in addition to their railroads they have the Father of Waters on the one side, the Illinois river down from Lake Michigan on the north, the Wabash on the other side, and the blue waters of the Ohio on the other—the best river navigation of almost any State of the Union. How strangely have the bounties of Providence been distributed. Here we are with all our wonderful resources and unexampled productions, and scarcely a navigable stream within our borders. That being the case, I ask you, my fellow-citizens, what will be the result when we shall hail the completion of the Texas and Pacific? Why, sirs, we cannot conceive what it will do for Texas. When you compare our resources with those of Illinois, our scarcity of facilities for transportation at present, and the benefits we will derive from the construction of the Texas and Pacific, you can form some idea of the brilliant future that awaits us.

Let us invite to our borders the emigrants of all civilized lands to aid in the development of the internal resources of Texas, and the picture will be too grand for the mind of man to contemplate. I trust we shall all live to see the railroad completed at the end of five years, or that the two sides of our continent may be united by iron bands, and to this end it becomes the duty of every citizen to lend his best energies; so I bid you good night. [Applause.]

Fort Worth.

ANOTHER MEETING IN THE INTEREST OF THE TEXAS AND PACIFIC RAILWAY—THE ENCOURAGEMENT EXTENDED TO THE GRAND ENTERPRISE BY THE PEOPLE OF TEXAS.

The party left Dallas at seven o'clock on the morning of Thursday, and after a delightful ride across the prairie reached Fort Worth, forty miles distant, at five o'clock in the afternoon. They were called upon by a number of the principal citizens, all of whom were intensely interested in the construction of the Texas and Pacific Railway. In the evening a meeting numerously attended was held in the court-house. Colonel Nathaniel Terry was called to the chair, and said: Fellow-citizens, allow me to introduce to your acquaintance Col. Thomas A.

FORT WORTH—A REGION PRODUCING SUPERIOR CROPS OF COTTON, CORN, WHEAT, OATS, AND TOBACCO.

Scott, a gentleman of whom you have frequently heard, but perhaps never before have had the pleasure of seeing. He will make a brief speech in regard to the Texas and Pacific Railway.

Colonel Scott was received with great applause and spoke as follows:

SPEECH OF COLONEL THOMAS A. SCOTT.

GENTLEMEN: I am here to-night on business connected with the construction of the Texas and Pacific Railway as its president. The question has been asked of me more than a thousand times, whether the road will ever be built or not.

I have said to a great many people, and I will say again to you to-night, *that this road is to be built; that it is to be built speedily and well.* I may say that within the next sixty days or ninety days certainly we shall commence the construction of this line, and we expect to continue it until we reach the terminus on the Pacific. I may say that within two years from this date I hope we shall have both our lines concentrated and connected at this point as required by the laws of Texas. In order to carry out this work, we shall need the aid and co-operation of all the people along the line, and, so far as necessary, of the people of Texas generally, because I believe it is a work of great interest to all of them. So far as we have met the people of Texas, they have given us every encouragement. We have since our arrival been in company with several of your citizens, inspected several locations with a view to the erection of a depot, etc.

The proposition may require a little modification, but they have given me assurance that the citizens of the town will take up the subject at once and give us the ground we need, three hundred and twenty acres, in a locality that will answer our purpose. For this I desire to thank the committee and the people of Fort Worth. In connection with our work, our interests may require us to establish shops at this point, and in regard to that matter I would like to submit to the people the propriety of taking up that question, and would ask them for a donation of one hundred thousand dollars worth of bonds, the proceeds of which shall be devoted entirely to the objects above stated—that is, to the building of a depot and shops and to constructing depots on the lines east and west running to the county line, and also, north or east on the Trans-continental—to the erection of shops, depots, and other facilities within the limits of your own town. If that can be done, and you can act promptly on the matter, I think we can say that the work will be very valuable to your town and productive of great results to all your interests here. I should therefore like very much if your people would take up the subject at an early day. If you decide favorably it will unquestionably be of great advantage to you. General Dodge, chief engineer, is now in Texas, making arrangements for the purpose of commencing work, and within ninety days you will hear from us in practical shape. [Applause.]

The chairman then introduced Mr. J. W. Throckmorton, although he scarcely considered it necessary, as he was well known to the people of Texas.

SPEECH OF HON. J. W. THROCKMORTON.

MY FRIENDS: It has not been my fortune to meet with you since the late unpleasantness, but, as Colonel Terry intimates, I guess the most of you are acquainted with me, and I will not need much of an introduction. I feel, my

fellow-citizens of Fort Worth and of Tarrant county, that if there is any locality for which I could exchange my old county of Collin, it would be for yours, and I feel that if there is any town I could exchange for McKinney, it is Fort Worth. I know many of the old settlers of Fort Worth; some of them I knew in boyhood, for at an early period in my life I was thrown a good deal into this section of the country. I remember well, as I know the citizens of this county will remember, how gladly we would greet the strangers who came among us from the older sections of the Union.

I feel, as I have assured these gentlemen, that if they could take time to go still further West and see the broad, rolling plains, and the waters of the Colorado, they would meet with the same old-fashioned, hearty welcome extended to us, and that we used to extend in the olden times to those who came to try their fortunes with us. I feel as I approach the frontier settlement that there is that same feeling left in the hearts of our people. [Applause.]

I came before you to-night to talk to you in regard to a great project—a project which has earnestly engaged the mind, the genius, and the capacity of the greatest men in the land.

It is true, my fellow-citizens, that, although other great routes of internal improvement have been constructed in the sections far north of us, connecting with iron ties the remotest civilizations, there are difficulties, my friends, surrounding the project in connection with the one that you have to-night to consider that were not encountered by those who undertook similar enterprises. What are the difficulties? The Federal Government extended bounties to them, not only in the shape of lands, but from the National Treasury. Its great and unimpaired credit was lavishly bestowed. So far as this great thoroughfare, connecting the Southern States with the Eastern, Middle, and Northern States, was concerned, and which binds together the people from the Atlantic to the Pacific—and yet to the proposed route across the fertile plains of Texas, and through Arizona to the Pacific coast, the Government has not seen fit to extend to this project more than the bounty of its public domain—through the Territories forty sections to the mile, and in the State of California twenty.

The Government could not control the State of Texas, but Texas in her own munificence has declared emphatically in favor of this great project, and is determined that it shall be completed to the Pacific, even though the power of the Federal Government was not given to the work. [Applause.] I feel that no greater object ever engaged the attention of statesmen than that of carrying through this great work of international communication. I feel proud that I have been able to contribute my humble mite to bring up to this period of time the work thus far; and the proudest moment of my life is that in which Col. Scott assured us that the good work is at last to be commenced in real and sincere earnestness, and that in two years the iron-horse will be heard snorting his way across the plains and concentrating these two great roads in your good old town, then connecting from Western plains to the Rio Grande, and thence to the Pacific. And from what I know of the reputation sustained by the gentleman, I feel that his assurance is given faithfully, to be relied upon, and that the work will be completed as he told us it should be done. [Cheers.]

I told you that great works of internal improvement in the northern and middle sections had been sustained and carried through by the credit of the Government. It has been said by the State of Texas that they have given our lands, but should the people amend the constitution then the public domain (and here permit me to say that is a question we should not lose sight of)—that upon the coming election you are to say whether the Legislature should

be clothed with the power to pay off the subsidies granted to the railway companies.

Your Western lands are unsettled, and may remain the home of the savages who have warred upon our country. The construction of this line will be the greatest possible blessing for our people, and our constitution should be so amended that the obligation entered upon in regard to railroad subsidies might be discharged in bonds instead of money. It is not necessary for me to elaborate the reasons further than to say that if the bonds are granted the people must insist upon their redemption at the end of thirty years, but if lands are to be located in place of the bonds, you get rid of that amount of taxes, and at the same time secure facilities to pour into our State large numbers of emigrants who will settle upon all these lands, and reduced taxation will follow in due course, with the increase of our population, and that will more than make up for the bounty of the State government to this great enterprise. [Applause.]

As you will observe, gentlemen, Col. Scott does not deal much in words, but his history and his reputation is that of a man of action. We have spent many anxious hours of thought on this absorbing question, and I hail his coming among us and the language of his speech as an evidence of his intention to co-operate heartily in the great work before us. I believe a thousand times more in action than words. In a few trite and pointed sentences he clearly states what he desired of this people, and what he expects to do in return. I have not the capacity of concentrating in a few short, pithy sentences the main points. I feel that you are placed to-day in the most enviable situation of any county in this great State.

The erection of the machine-shops and depots that will be necessary for the reception and transportation of supplies will have a magical effect upon the growth of your magnificent city, set upon a hill, and almost upon a mountain. If these main shops were erected in your midst, the sound of the hammer, the anvil, and the saw, and the snorting of the steam engine will come thundering over your plains, and through your valleys. Suppose you had a thousand operators here, what would Fort Worth be ten years from this time? The imagination can hardly depict it. You have the soil for producing cotton, corn, wheat, oats, Irish potatoes, and everything necessary for the consumption of mankind. You can rear upon your plains boundless quantities of meats to supply the hungry and needy throughout the breadth of the country, and enough to send across the waters to feed the people there. To bring these things more readily to market you must have commercial connections.

You want population, you want skilled mechanics, you want farmers and artisans of every class, and you want miners to bring forth from the bowels of the earth the treasures that are hidden there. If you have the machine shops at this point, in a few years your population may number ten thousand. Now, I ask if this is a fanciful picture? See the countless thousands of acres by which you are surrounded. How productive and how useful they could be made to contribute to the wants and necessities of the country. Why are they useless? Because we have not the labor to make this section produce according to its capacity. We have not the people. They go to the crowded portions of our Union; and in the Eastern States, look at their poor land and barren hills, where they earn their bread by the toil and sweat of the yeomanry and their improved machinery, and they have continually to manure their lands in order to obtain a reasonable crop. Do that which Colonel Scott has indicated to you as his desire, and the trade from the Red river, Shreveport, the coal regions, and the Palo Pinto will concentrate here, and diverge from this point to the waters of the Gulf, pour into Galveston and Houston, go to Fulton, con-

nect with Memphis and Cairo, along the Mississippi to New Orleans, to Vicksburg, Cairo, and all the great arteries that permeate the far-distant regions of the whole country. [Applause.]

Have you the capacity and can you meet the proposition Colonel Scott has presented for your consideration? It is to that point I desire to invite your attention. He asked you for one hundred thousand dollars in the way of bonds. What is the taxable property upon the assessment lists of the county? I presume it is something less than two millions of dollars. Suppose it is one million five hundred thousand dollars. I am quite sure it is more than that. The statutes of your Legislature have permitted the people of Texas of any incorporated town to donate sums not to exceed ten per cent. of the taxable value of the property of that county. You have perhaps twenty-four hundred voters, and the tax which he asks you will have to distribute among them. It would not be five dollars apiece—it would be four dollars apiece if it were distributed *pro rata*, but as a matter of course this would have to be upon the general value of the property of the county. Five per cent. upon one million would make fifty thousand dollars. I know you are alarmed about the taxes you have been called upon by the authorities of the State to contribute for the purpose of schools—during the past year I believe one dollar and fifty cents upon every hundred dollars' worth of property—but we understand that that law is not to be enforced during the coming year, and I trust that, long before the period would arrive at which these bonds would issue, there would be a class of men in your Legislature that would take hold of this question, and bring it back somewhat nearer to the old standard that it was before the war. If so the question of taxation would be so slight that it would be no burden at all.

If you have a million five hundred thousand of taxable property, the very moment the building of the railway becomes a fixed certainty and it is known that it will be completed to this point within the time prescribed by law, you will see that if our taxable property will be two millions, in another year it will be three millions, and by the time the road is finished, instead of one million five hundred thousand, you will have five millions of taxable property in the county of Tarrant, and, as your population increases, doubles and trebles, the burdens of taxation are lessened in proportion. Then your taxes will be so light as not to be felt by a single citizen. The opportunity is presented of closing out this contract before Colonel Scott leaves here to-morrow morning and returns to New York and presents his report to the executive committee, there to be called together. And it will be determined then and there where these machine shops shall be constructed. They must fix these things up at once, and, let me say to you, that you should act promptly. I feel that I need not show you what the future of Fort Worth would be and the advantages that would follow to this entire section by securing the principal shops at this point. These are self-evident facts that must strike the attention of every thinking mind. I said this was one of the grandest works that ever engaged the attention of capitalists. There are those in the Northern States who believe that we are still in a rebellious condition. They are greatly mistaken. We have no desire to engage in another bloody struggle, and our Northern countrymen now seem determined to forward this great work. I believe that no policy of statesmanship could do so much towards binding together the people of all sections in perfect harmony. It will make each section mutually dependent upon the other and I believe no more effective reconstruction policy could be adopted. We have it in our power to help in this great work, and we will assure our Northern brethren, when it is constructed, that there is no disloyalty to the

General Government in the hearts of the people of Texas, but that we feel grateful to the National Congress for the aid extended to us.

However mighty the genius, no single mind can carry the work through to a successful completion. There must be harmonious action. It is true that Northern capital believes this will be a good investment. It is true that the great commercial interests of our country will be benefited. It is true that engineers have come to the conclusion that they cannot rely upon the Northern routes, and that the climate and broad plains are greatly in our favor. Nature has blessed us with peculiar facilities for the construction of a railroad to the Pacific. Capital and commerce see and feel it. But however great the necessity of such a thoroughfare, and however anxious Colonel Scott may be to see it consummated within the next four years, he will need the active co-operation of our citizens. It has been thought that if Colonel Scott would place himself at the head of any great enterprise, that would be sufficient. I admire his genius and honor the intellect that can concentrate and control the energy and industry of the people, and bring to a successful conclusion such a mighty project as that of connecting the Atlantic and Pacific by bands of iron, and it is one of the proudest reflections of my life that my name has been connected with this road from the incipiency of its organization. I trust we shall all live to see it finished, and that we shall have in Northern Texas such a population as does not exist in any State in this Union, except New England. You have heard his proposition, and I trust you will consider it favorably and promptly. Welcome emigrants from whatever quarter of the world with outstretched arms. Do not hold your property at too high prices. Give them an opportunity to invest and to help develop this country, and the picture of prosperity and greatness I have attempted to portray to-night will be indeed realized. I thank you, my fellow-citizens, for the kindness with which you have listened to me.

The chairman then introduced Colonel J. W. Forney, one of the directors of the Texas and Pacific Railway.

SPEECH OF COLONEL J. W. FORNEY.

I wish, my friends, the thrilling words of Governor Throckmorton, which have just fallen from his lips, could have been heard in Independence Hall, in Philadelphia. I wish the people of that great city could have listened to his patriotic exhortation, and then you would have had an opportunity of hearing a characteristic prompt and enthusiastic response. Much as I had heard of Governor Throckmorton, and long and earnestly as I have admired him, I have never more honored him than to-night. Not simply for the practical suggestions he has made affecting your home interests, but for the fact that he has invoked those better feelings which must at last consolidate us and weld us into one common and victorious brotherhood—victorious, if I may be permitted to say so, not in war, but victorious in the practical arts of peace—victorious in those higher virtues, those more enduring testimonials and elements of human character. One portion of the Governor's remarks attracted my attention to the Congressional history of the great work which is now to be initiated under such favorable circumstances. Had the Texas and Pacific Company not been itself internally disturbed—had it not been seeking for organization through various conflicts and combinations—had Colonel Scott been the first president of the movement—the liberal bounty of Congress, awarded first to the Union Pacific, and afterwards so liberally to the Northern Pacific, would have been extended to this great Southern line. When he was elected president he had to bear the opprobrium and suspicion attached to other organizations, and it was believed

that this largesse could not be repeated even in regard to so worthy and consummate an undertaking as that in which you are directly concerned.

For bear in mind that the first great idea enunciated by Jefferson Davis when he reported several surveys made under his direction to Congress in 1855 was the Texas and Pacific road. All the others were abandoned, first on account of the climate and severe winter, and secondly, because at that period of time the great treasures of the Pacific had scarcely been utilized, or perhaps had just begun to be known to civilized man. And the statesmen of that day contemplated the Texas and Pacific as the only feasible route. Had, however, Colonel Scott been the first president, bringing to Congress his fresh credit and his high name, you would not have been the last to receive the public lands of the Government, but largely the public treasure in the shape of credit; and when finally every attempt to procure subsidies for other lines was rejected or postponed, or so restricted as to render them useless, this work itself was brought before the National Legislature, you will recollect the enthusiastic unanimity with which the measure was passed. There were some obstacles around it, but when Colonel Scott appeared the legislation was far more satisfactory under the circumstances than could have been expected. He is now here to make good his promises and reciprocate the generosity of his Government. I remember many years ago reading a masterly speech of Mr. Benton of Missouri, when he predicted the fruition of his own dreams in regard to the Pacific slope and the commerce of the future, and with all his gorgeous imagery drew a picture which looked like the picture of a visionary, but we are now in the forefront of a future which challenges the admiration of the civilized world. This future teaches a lesson because it is not only a moral, but a political question.

So far as it affects the whole country, it settles forever the question of the immutability and perpetuity of the American Government. It settles it because the dissatisfied section does receive the encouragement, the bounty, and the affection of the National Government. It settles it also in the fact that the great Northern populace are waiting to come to you, are waiting to mingle with you, and in my connection with the public press I shall now have an opportunity to do something more than to advertise this great work—than to spread before the people, whom I most humbly represent, the pecuniary advantages of it; to make a running history of this, to me, most gratifying and compensating trip through your great Empire State. When I look abroad upon what I have seen and reflect what I shall be called upon to write, I know how the hearts of our people will throb at the plain, frank story I shall have to tell. They will wonder at Colonel Scott's visit to your region at this period of the year. They will wonder at his leaving his important duties to come among you, and they will be attracted to a study of this question more effectually because he has taken the initiative in a manner most satisfactory and decisive. I am in no condition to speak to you at length upon this thing. We have now traversed some three thousand miles to meet you. To-morrow we turn our steps homeward. We carry with us the most grateful recollection. Every step has been marked by kindness, courtesy, and hospitality on the part of your people, and your prompt and manly response to the equally prompt and manly appeals of our president. Having said thus much, my friends, I respectfully bid you good night.

New Orleans.

LARGE RAILROAD MEETING AT THE CHAMBER OF THE BOARD OF TRADE IN NEW ORLEANS, JULY 4, 1872—THE TRADE THAT THE TEXAS AND PACIFIC ROAD WILL BRING.

A meeting was held at the Board of Trade on Thursday, the Fourth of July, in the city of New Orleans, for the purpose of welcoming Col. Thomas A. Scott and his party. The meeting was largely attended, and was organized at twelve o'clock by E. H. Summers, Esq., president of the Cotton Exchange, who said:

We have here assembled in this hall the representatives of the greatest commercial interests in this portion of the country, to welcome to our midst the greatest representative living of the railroad interest. I am happy to have the pleasure of introducing to you Col. Thomas A. Scott, who will make known to you his views in regard to railroad matters.

SPEECH OF COL. THOMAS A. SCOTT.

I am here to-day, gentlemen, by invitation of your committee, not to make a speech, but to have a little friendly talk on the subject of railroads—railroads that relate immediately to the interests of this city and the State of Louisiana. For the last two or three weeks, accompanied by a committee of the board of directors of the Texas and Pacific Railroad, consisting of Colonel Forney, Mr. Walters, General Dodge (chief engineer), and others, I have been making a tour through Northeastern Texas, which is the location of the line intended to be built through Texas, near the thirty-second parallel, and so on to the Pacific coast at San Diego. Having made this visit to Texas, the first time in my life, never having been in that region of the world before, I will state to you very briefly the impressions made upon my mind in relation to that country, its productions, and its peculiar adaptability for the extension of railroad facilities.

We have all been very much surprised at finding a country capable of producing all of the great staples to a degree of perfection that is remarkable. We found there, within a circuit of a very few miles, as good wheat, as good corn, as good tobacco, as good cotton, as good oats, and as much to the acre as I have ever seen stand on the ground in any part of the world. I have no doubt that the State of Texas can produce and will produce more of these great staples than are now being produced to-day in all the balance of the United States. [Cheers.]

My object in coming to this section was to look over the line of the Texas and Pacific Railroad and to make arrangements for its construction, and for this latter purpose I find we can readily obtain all we need—a reasonably strong population in numbers, active people, plenty of timber and water, and a good natural location for the road; and with all these facilities, I will say that the work is about to commence within the next two weeks from this time. Contractors will be placed along the line due west, with a view to extending the road directly through to San Diego and the Pacific; and I think I may say to the people of New Orleans that within the next six years I hope to be able to take them through to San Diego, and perhaps San Francisco, on a train of cars from their own city. [Cheers.]

The Texas and Pacific Railroad starts from Shreveport on the one point, Texarkana on the other, and these two lines, running in nearly a western direction, will connect at a point known as Fort Worth, in Tarrant county,

Texas. We started from Shreveport, the one end of the old Southern Pacific, to the end of that road, and traveled thence by private conveyances over two hundred miles of that country, every acre of which can be made to produce as I have told you; and Texas can, in my opinion, unquestionably be made the greatest State of this great Union. [Applause.]

We want in connection with this great enterprise as it progresses—and as it now undoubtedly will—commercial prosperity. We want outlets to New Orleans, to Vicksburg, to Memphis, to St. Louis, and to any other point that will build a road to Shreveport, Texarkana, Jefferson, Marshall, or the vicinity of either, or to any other point that will intersect with us. It strikes me that your people are particularly interested in having a connection with these roads now, as it would benefit you greatly. A connection with that great thoroughfare, which will have five hundred miles completed within the next two years, would be especially desirable, and it is of the utmost importance to your commercial interests.

You need a more reliable connection with Texas than by the Red river and the Mississippi, and I think it is the duty of the people of New Orleans to take up at once the subject of building a railroad to Shreveport to connect with the Texas and Pacific. If you construct a line to Baton Rouge, or any other that brings you nearer to our road, you will control a large amount of travel and business that will make it eminently worthy of your consideration. It is not necessary for me to dilate upon what the Texas and Pacific will be when it is finished. I believe its route is well understood by the people of New Orleans. In addition to Texas, it traverses parts of New Mexico and Arizona, and so on to California. It will attract to your city a large share of the vast mineral wealth of Old Mexico. Its importance cannot be over-estimated, and all the work necessary for you, in order to derive great benefits therefrom, is the construction of a road between Shreveport and this city. [Cheers.]

After leaving the line of the Texas and Pacific road we started from Dallas and went down, via the Texas Central, to Austin, Houston, and Galveston; then by steamer to Brashear City and to New Orleans, via Louisiana and Texas Railroad. In all that country there is now developing a trade a large share of which you should divert to your own city, and you can easily do so by constructing two railroad lines—one to Houston and one to Galveston.

I want to impress upon you as strongly as I can the necessity of making these roads, and particularly the road to Shreveport, or to aid organizations that may be formed for such purposes. I do not want you to suppose that I am particularly anxious to be concerned with them, but I do want you to take up the subject, and I do say that I believe three hundred miles of road can be constructed at an expense of not exceeding ten millions of dollars, and it can be done with the aid of two millions from your city and its great population, which will put you in direct communication with all the facilities of the road extending to the Pacific coast. [Applause.]

So far as the Texas and Pacific road is concerned, the question has been asked me at least twenty times as to whether it was connected with Eastern lines, and whether it would not tend to divert trade from New Orleans and other Southern ports. In reply to which I state that it is not connected with any interest or any line whatever. It stands a perfectly independent organization, and if the people of New Orleans make a highway to it they shall have as good a chance for its trade as any other people upon earth, and I should like to hear from them on the subject at the earliest moment. We want New Orleans to build a road to connect with the end of the Texas and Pacific, and to take a share of that trade. Will you do so? [Applause.]

The chairman then said he had great pleasure in introducing Colonel J. W. Forney, of Philadelphia.

SPEECH OF COL. JOHN W. FORNEY.

You have heard from Colonel Scott, whose words are always emphatic and few, and, therefore, anything I might have to say must be simply an attempt to describe the effect produced upon a Northern man as he passed through the great empire of Texas. That land was so entirely unknown to us that, as we progressed, new revelations were constantly presented. It is a curious fact that while we knew something of England, in the North, something of France and Germany, we knew virtually nothing of Texas.

We had been prepared to encounter unmanageable difficulties, alike of climate, of manners, and of politics, from the moment we left here in the palace ship, James Howard, commanded by good Captain Pegram, until we sailed away along the curious and unique Red river, and so passed over 66 miles of railroad, from Shreveport to Long View, and then from Long View to Fort Worth. We met nothing but courtesy, and gathered information, and instruction, and disenchantment. [Cheers.] And now, when it comes to my lot to return home to reveal to the people of the North what we saw, and what we "learned and unlearned," I confess I shrink from the beginning of the task.

I have seen so much that I fear, having doubted before, we shall hardly be credited when the plain statement of our journey is laid before our people. [Applause.] And there was nothing more interesting to me, a quiet student of this strange panorama, than the manner in which the people had adjusted themselves to the events of the times, the cordiality with which they accepted the situation, the readiness with which they were addressing themselves to the practical duties of life, and their avoidance of all the bitterness of the past, than their eagerness to meet us more than half way—missionaries, as we felt ourselves, from the great North, coming here, headed by our young chief, bearing with us no gifts but those of friendship; no promises but those that were to be fulfilled; no works but works of redemption; no triumphs but those of civilization. [Applause.]

They greeted us not only as friends, not only as brothers, but in the language and in the spirit of that higher word, so long forgotten, and now to be restored, let us hope, on that day which is the anniversary of American Independence, as Americans. [Cheers.] And yet, in this marvelous empire, so rich in all the gifts of a bounteous and bountiful Providence, there was one painful thought—that the Crescent City, the Empress City of the South, was literally shut out from this great natural cornucopia, that New Orleans was unapproachable, except over an uncertain Gulf or along the tortuous Red river, which, however convenient, we shall remember always as the most dilatory of streams. Therefore, when Col. Scott comes to you to present a practical remedy by which you may reach these treasures, not only for your own trade, but that they may be returned to you in generous reciprocity, may I be permitted to say that you ought to accept this proposition and follow this counsel? And, may I be permitted, furthermore, to say, that had such an empire! had such a storehouse of jewels laid so near any great Northern city, they would not have waited as long—not half nor quarter as long, nor one-third as long as you have waited—to avail themselves of these incalculable riches. [Cheers.] I believe I have said my say, except, gentlemen, to repeat how deeply we have been impressed by the experience through which we have passed, and how glad we shall be to return to our homes and to say, that here, in this great city—seen by myself for the

first time—we have received an honest, old-fashioned Southern welcome [cheers]; and that, however divided among yourselves, however separated in these days of mazy politics, when partisans are seeking for candidates, each man constituting himself a sort of Christopher Columbus, and doubtful whether the candidate he intends to vote for is the right man—torn as you are by local dissensions—disputing as you are among yourselves—there is one common platform upon which we can meet, and that is, the development of our resources, the utilization of our wealth, and the restoration of peace between the two sections lately divided. [Applause.]

The chairman then said: My friend, Colonel Scott, has told his story in a few words, and if there is present a member of the Committee on Railroads and Commerce, who can give us any information, we should like to hear from him.

In response to this

GENERAL BUSSEY

spoke as follows:

My Friends: I esteem this a very high compliment to be called upon to follow what has been said by Colonel Scott and Colonel Forney. You are aware that when it was announced a few months ago that Colonel Scott had been elected president of the Texas and Pacific Railroad, whatever doubts had existed in reference to the success of that enterprise were dispelled, and were succeeded by a spirit of joy and confidence.

Colonel Scott has told us that he intended to build the Southern Pacific Railroad. We know that he has never made promises that have not been fulfilled. He has told us that he would like us to build a railroad from here to Shreveport, and that that road will cost about ten millions of dollars. It seems like an immense sum for a people to raise who were greatly impoverished by the recent war and from the effects of which they are just now recovering; but I think it should be realized if possible. There are valuable franchises almost sufficient to build the road now lying idle in this State. They have been in the market for three years. Numerous endeavors have unsuccessfully been made to dispose of them, and but eight months remain before the charters expire.

What we want here, in these exciting political times, is to organize in the city of New Orleans various institutions that will increase our facilities for trade, business, and commerce; and the inauguration of business and financial measures on the proper basis will be the best solution for all our troubles. I am sanguine enough to believe, although I have not had much experience in such matters, that a railroad to Shreveport and another to Houston would be worth fifty millions of dollars to the city of New Orleans in less than five years. We do not have to pay down ten millions to secure such a thoroughfare. I have seen roads built in the North and Northwest almost entirely without capital. Lands were donated, the young men would turn out and grade the tracks, and when the ground-work was once laid the rolling stock and capital could easily be found to put it in operation.

My friend, General Dodge, chief engineer of the Texas and Pacific, and whom I have met in days passed, and who it gives me pleasure to know is connected with the great enterprise, brings to this work a practical experience learned in a country where they have not a great deal of wealth, but an immense amount of energy, and in his State of Iowa over two thousand miles of railroad are now in operation, and there, gentlemen, they have not one dollar to bank on where you have ten, and you see the result of their energy and perseverance. I will not detain you to show how rapidly our commerce is increasing, and how much more rapidly it would increase if we had a connection with the Texas and

Pacific Railroad. This would bring to New Orleans an amount of trade that would astonish the oldest inhabitant.

Foreign emigration would arrive at this point, and, as Colonel Scott said last evening, would furnish almost business enough to sustain the road to Shreveport, and our steam lines to Europe might rival those of New York. It is a subject well worthy our prompt consideration. We want to do something practical at once. We should make it our business first to investigate the charters for proposed railroads now in the market. Let us determine which is the one best to take hold of and then place ourselves in communication with Colonel Scott, who, I believe, stands ready to respond favorably and help us in our enterprise, although he has not said so. I have nothing more to say in reference to this enterprise because I am a new member, but, so far as I am able, I am perfectly willing to go my whole length to accomplish the desired connection with the Texas and Pacific road. The tax upon our city would be a mere bagatelle when we remember that we would place ourselves in direct communication with all the outside civilized world, and would receive into our lap the treasures of Texas and outlying country.

I believe there is something in New Orleans to live for. She never had a brighter, prouder future than she has to-day. Her tributary streams, her climate, and other advantages render her the peer of others. Colonel Scott has promised to communicate more fully in writing what we believe is essentially necessary, and set forth this whole railroad question so that we may have it in a more tangible shape, and when we are in possession of these facts we may act in a manner which may bring about a satisfactory accomplishment of the object.

The chairman said if there was any representative of the Mobile and Texas Railroad present, which, he understood last spring, was to be extended to Shreveport, they would be very glad to hear from him. There being no response,

COLONEL SCOTT

again rose and said: "I have inferred from the remarks just made that the impression may have been created that I asked the city of New Orleans for ten millions of dollars to build the road to Shreveport. What I meant to say was, that the entire work ought to be built for ten millions, and I believe that if New Orleans should take hold of the enterprise, and raise an amount not to exceed two millions of dollars, the work can be constructed."

GENERAL BUSSEY.

The statement has just been made that two millions of dollars would be needed from the city of New Orleans to aid in building the road between here and Shreveport. That is less than two per cent. on all the taxable property in our city. Is there any business man or property-holder in the city of New Orleans who is not willing to shoulder his part of that amount? Now, in order that we may have something practical to work upon, I move that a committee of fifty be appointed by the president of the meeting to permanently organize this matter.

I have only had a moment to think of it, and I do not know exactly what we shall need; but I now move that a committee of fifty be appointed of the business men of the city of New Orleans, to co-operate with the managers of the Southern Pacific Railroad.

The motion was unanimously adopted, the committee appointed, and the meeting adjourned amid great enthusiasm.

Texas as Compared With Other States and Territories in the United States.

The following passages are taken from a recent publication by George H. Sweet, the able editor of the Texas New Yorker:

Texas offers to the immigrant such superior advantages, that he is almost bewildered at facts.

In point of a mild salubrious climate, none of the Northwestern States or Territories can for a moment be compared to Texas. In our State, stock of every description run at large the whole year round, and never require any further care from the proprietor than the small attention of marking and branding, and after growth, collecting for the market. This remark is applicable to all kinds of stock, excepting sheep and goats, which simply require the attention of a herder to keep them from scattering. Where in the Northwestern States can this be done throughout the year?

The very choicest of lands can be had in Texas in large tracts suitable for colonists, at from 50 cents to $1 per acre. In smaller tracts, situated near the lines of completed railroads and in the midst of good neighbors, with ample mail and telegraph facilities, good schools, churches—and last but not least—good local newspapers, from $1 to $5 per acre. These lands may be purchased by men of small means, who can arrange to pay one-third down, and the balance in one and two years. Only think of the quality of these lands, with a soil from two to twenty feet in depth, and as black and rich as any of the best of Illinois, Michigan, Iowa, or Minnesota prairies, yet at such low prices, on such easy terms of payment in a climate unsurpassed for health, and where the winter is not much, if any, colder than the autumn months in the Middle States, and then ask yourself where else can you find such golden opportunities?

Then again, look at the immense variety of products which Texas raises with which to enrich her population. Here corn, cotton, sugar, rice, tobacco, wheat, oats, barley, rye, millet, Hungarian grass, California clover, Chilian clover, Chinese sugar-cane, and roots of all kinds, and nearly all the fruits of the temperate, besides many of the tropical climates abound. Can any of the Northwestern States or Territories make such a showing? Most certainly not.

Another great advantage for the poor man in Texas, is this: No persons pretend to fence up any lands except those in actual cultivation. If the poor man owns a small tract upon which he lives, or if he merely rents it, there is no objection to his stock grazing on all the boundless prairies besides. For all practical purposes the whole open country, for hundreds of miles around, is as much his as it is that of the wealthiest man in the State. Of course, we do not pretend that this will always be the case. But it is so now, and will be until the country is much more densely populated than at present. There are to-day men in Texas, who own ten thousand head of cattle, and yet do not own a foot of Texas real estate. No other State in America offers such openings for a poor man—a beginner in life.

In her great and daily increasing demand for railroads and manufacturing establishments, Texas offers a grand field to the capitalist. But to the poor man, her fields are especially inviting. She is most emphatically the poor man's country.

Her climate is so soft and balmy, and withal so remarkably healthy, that he needs but little money invested in a house—no expense for fuel, and with reasonably temperate habits, no doctor's bill to pay worthy of mention.

A few cows will supply him and his family with milk and butter. His poultry of all kinds, once started, will provide for itself from one year's end to another. His pork will thrive throughout the spring and summer, by feeding on the roots and grasses which grow spontaneously, and will fatten finely on the fall mast crop, which falls from the oak, hickory, and pecan trees.

As for his beef and mutton, it costs him almost nothing—for it too is growing while he is sleeping, and it is fed solely, on nature's bright green grass.

His bread and garden vegetables; his melons, berries, grapes, peaches, pears, plums, nectarines, figs, and fruits of nearly all varieties—only think of the time he has to grow them in.

No wonder that the poor man, who has been raised up amid the dense population

of the old States of the North, where competition in everything is great, and where he has toiled all his life to get a start, and yet finds himself just about where he commenced, only older, grayer and more rheumatic, is fairly bewildered when a truthful panorama of Texas is placed before him. He thinks it impossible that a country offering him such creature comforts for such small considerations, could have existed all this time and he never have learned the fact before. But as the saying goes, "'Tis as true as preaching."

Bancroft Library

But if the poor man will go to Texas, and toil in that country as he does in the Eastern, Middle, or Northwestern States, in five years he will be well off for worldly goods, and in ten years he will be rich enough to read, study, rest, meditate or travel the balance of his life. This fact is not denied by any one who pretends to know anything of the manifold resources which Texas possesses and offers to the poor man.

What Poor Men Have Done Raising Stock in Texas.

Here is a practical illustration right in point. Take the case of Mr. John Hitson, who owns a stock Ranch on the Brazos river, which contains fifty or sixty thousand head of cattle, and three hundred horses. This cattle prince markets ten thousand head of cattle annually, which, at the low price of $10 per head, nets him an annual income of $100,000.

Ten years ago he was a poor farmer in Tennessee, but selling his land and going to the Brazos, he succeeded by dint of hard labor in getting together sixty cows and nine brood mares, when he went to raising stock.

His present stock of cattle, estimated at only $5 per head, are worth about $300,000. Yet Mr. Hitson, is only about forty-one or two years old. In the prime and vigor of his manhood—with a fortune for himself and family, the whole world to choose from, and ample means to pay for his choice—the work only of ten years.

Take another instance: John H. Woods, of St. Mary's, Refugio Co., Texas, was a poor man, living in the State of New York. He was a painter by occupation. He learned accidently of the opening in Texas, for a poor man to become prosperous, rich and happy. He made up his mind to immigrate to Texas—did so in 1845. He managed by industrious efforts to raise enough money to purchase fifteen cows and calves. He has since attended to his business in a quiet way, lived easily and happily, and aside from his large annual sales, owns a stock worth $200,000.

Take still a third example, for they are not wanting, and facts and figures are stubborn things.

A late copy of the Rockport *Transcript*, under the caption of "Profits of stock growing in Texas," says:

"There is now in this city, resident here, a gentleman who commenced in 1854 with $5,800. He now values his stock and other property at $75,000, and expects, and reasonably too, to make at least $75,000 or $80,000 within two years out of his stock, and not decrease their present value."

But here is yet one more instance, which is of such recent date that we cannot forego the pleasure of producing it:

Mr. Dave Terrell, of Fort Worth, Tarrant Co., Texas, was at the close of our late war a poor man. He commenced driving cattle for his uncle, John Peavler, at $15 per month and continued in his uncle's service for the above wages during one entire season. At the close of his engagement, he purchased 900 head of cattle from his uncle on a credit; a portion of this stock he drove to New Mexico and Kansas, where it was sold at prices which netted him a handsome profit, and enabled him to discharge the most of his obligation to his uncle.

Since then he has continued perseveringly to raise stock on his own Ranch; to buy and to drive and sell, always managing his business with judgment, energy, and native shrewdness. The result is, that to-day, say in a period of between five and six years, he has arisen from a poor man, working for wages at $15 per month, to be a man worth over $250,000; and this is no exaggerated statement.

In relation to sheep farming in Texas—several years ago, when the lamented Col. George Wilkins Kendall was alive and well, and the writer hereof was one of the publishers of the San Antonio *Herald*, we remember of giving to the public a

statement of the sheep husbandry in Western Texas, as actually experienced and conducted by Col. Kendall, who was the father of this noble industry in our State.

The substance of the statement was to this effect: that Col. K. had taken a flock of sheep worth $4,000, and, by proper attention and care in the management of his herds, they had so increased and improved as to be worth $40,000 in four years.

The business of raising horses or mules is, perhaps, even more profitable than that of either cattle or sheep. But it requires more capital to commence with.

Farming in Texas.

In relation to cultivating the soil of Texas we are permitted to relate the following, as it was related to us by Mr. R. P. Snelling, of Bremond, Robertson County, Texas. It is nothing but a common occurrence, and we only relate it because it came under our personal observation.

Mr. Snelling's farm is about a mile and a half from the town of Bremond, on the Houston and Texas Central Railroad.

Last February he sowed broadcast ten acres in the common white oats, giving about two bushels of seed to the acre—the seed being cast on top of the ground previous to plowing, where corn had been raised the previous year; they were then plowed in and harrowed off with a common four-corner drag. The crop was harvested in June, '71, and yielded over two tons of oats and straw to the acre, and was sold immediately as forage for working animals, at $30 per ton. or $60 per acre.

The cost of seed and cultivation was about $10 per acre, giving a net yield of $50 per acre, or $500 for the field.

On this same farm, which is only an ordinary piece of land, Mr. S. cultivated last year (1870) 150 acres in corn. The crop was planted and cultivated with a single horse plow. From the field Mr. Snelling gathered and sold $2,700 worth of corn, besides saving enough for his own use. So soon as the corn was out of the way, he gathered from the same land, where it grew, $750 worth of crab-grass hay, thus realizing in actual money from his 150 acres, $3,450. The expense of cultivating the corn crop and gathering the hay was fully offset by the returns of other articles produced on the place during the period of time when the corn crop required no attention.

A single acre of this land yielded in the same year, 3,600 pounds of seed cotton. Cabbage heads grew to weigh from 18 to 22 pounds to the head, the large flat Dutch variety. Water melons from 40 to 48 pounds. One Spanish sweet potato of the small variety, grew to be 22 inches in length.

We do not wish it to be understood that these results were obtained on our best soils. Far from it. The land is nothing but average upland.

We know of an instance where, since the war, one white man and two colored made a crop of cotton which sold for $6,000 in gold, and the corn which they raised on the same place more than paid for all of their sundry expenses in growing the cotton.

If poor immigrants who go to Texas are not able to buy lands, they can always rent and work on shares—the proprietor furnishing everything, or each furnishing one-half, as the parties may contract.

Now, the above are some of the advantages which we claim for a poor man in Texas, and all of which he cannot aggregate in any other State or Territory in the Union or the known world.

In all the large cities of the North thousands, tens of thousands, and, in New York city, at least one hundred thousand of poor hard-working men, are almost paupers at the approach of cold weather. They struggle at their trades, or as day-laborers—their wives take in sewing, or go out house-cleaning by the day. Their sons job a little here and there, and return home with their scanty pittance. Their daughters are placed in some kind of factory, and away up in some loft, or back on some narrow, filthy alley, they toil away during ten long, weary hours for a scanty recompense. At night the family congregate in their foul tenement-house home, to eat unhealthy food, poorly cooked, and scantily provided. The members of the family retire to poor beds, where they breathe poisoned airs and shiver out the night. The children are raised in ignorance of the common school and the Sunday school. Profanity, poverty, rags, rum, and crimes not fit to name, surround them. What wonder that they end a short earthly existence in the penitentiary or on the

gallows. What wonder that suicides and crimes of all names seem on the increase in this metropolis of great wealth and great poverty—the devil's play-ground.

How much better for all concerned, if this 100,000 persons could be placed in Texas, to breathe her pure airs and till her virgin soils. In the twinkling of an eye, as it were, they would be made happy. In sixty days they would have entered upon a fairer career of prosperity, and in one year they might own the nest-egg of a little fortune—all, too, with good health, elastic spirits and greatly improved morals. Would that we had an Immigrants' Aid Society, or some other effectual means of helping these people to Texas, where they could so soon help themselves to the ordinary comforts of life.

The rural districts of the Eastern and Middle States also contain thousands of poor men with large families—not so poor, to be sure, as those in the cities—but too poor to own either houses or lands in the States where they live, who, if they would but migrate to Texas, could soon possess both houses and lands, and yet not toil more than half as hard as they now do. Should any of these persons chance to peruse this statement they will scarcely credit all the force of the facts; but, if they will go and investigate for themselves, they will, perhaps, believe their own eyes.

Texas Viewed Under Her Several Sub-Divisions.

If a man desires to engage in the business of getting out lumber he does not go into a prairie country to carry out his plans. If he desires to engage in mining, he goes into the mineral districts. So should the immigrant to Texas go into that portion of the State best calculated to foster the industries he desires to engage in. Some portions of Texas are adapted to almost any industry—while others are more specially adapted to particular pursuits.

As this work is not large enough to take up every county in Texas, and describe it in detail, for the convenience of the public, we propose to speak of the several counties jointly, which compose certain districts in the State, and which the reader will bear in mind are as large or much larger than the State or Territory in which he now resides.

Eastern Texas--Or that Portion of the State East of the Trinity River.

By examining the map the reader will see that the Trinity River empties into Galveston Bay, near the upper end of the same—from that point its source is in a northwesterly direction; its three branches rising but a short distance south of Red River, or the Indian Territory. The East branch and the main stream may be said to form the Western boundary line of a district of country larger than the whole State of New York, which, for convenience sake, is called Eastern Texas.

All of this portion of Texas, excepting a few of the most Northern counties, is heavily timbered. Persons who desire to go into the lumber business should settle here. The lumber is principally pine (yellow), cypress, red oak, white oak, black jack, *bois de arc*, live oak, hickory, pecan, with some cedar and other varieties. The best localities at present for engaging in the saw-mill business is, in our opinion, on the banks of the Trinity, Neches, Sabine, Angelina, and San Jacinto rivers. During certain seasons of the year the lumber might be rafted down to the mills to good advantage, where it could be readily sawed and easily shipped to market in Sabine Pass, Galveston, Houston, and any of the points situated on the line of the Houston and Texas Central R. R., which passes principally through a prairie country, and where lumber is in good demand at fine prices.

But we do not wish the reader to infer that, because Eastern Texas is a good timbered country, it is not a good farming country. Far from it. Some as good lands as grace the State, will be found here. But as a rule, prairie lands are scarce here and timber abounds—hence the farmer will have to perform the labor of clearing before he can proceed with planting.

The coast portion of this district is principally a prairie country, and well adapted to the growth of rice, tobacco, sugar, corn, and Sea-Island cotton.

And right here, it may be proper to give the following extract from the *Texas New Yorker*, concerning the production of Sea-Island cotton in Texas.

Central Texas--or the Country Lying Between the Trinity and Colorado Rivers.

Everything considered, we suppose the palm must be awarded to Central Texas, that is to say it is a country, or a part of the State, in which an immigrant can settle, and determine what he will do after he has settled. It is a district of country offering so many natural resources, that an intelligent, industrious man can almost attempt what he pleases, and be successful at it. If he does not succeed well in one pursuit, he can turn his attention to another, and by a successful revolution of the wheel of fortune, get rich without so much as changing his place of habitation.

All of the streams and river bottoms abound in valuable timber, suitable for building, fencing and fuel. Splendid rock quarries also abound, and crop out along the margins of the streams—yet, in almost any direction which the eye may glance, a few miles miles away from the principle rivers which traverse it, lovely prairies, carpeted with emerald grasses and sweet with the aroma of a thousand different flowers, and dotted with groves of live-oak here and there, continually greet the vision.

This broad expanse of territory has a coast country stretching from Galveston Bay, to and inclusive of a portion of Matagorda Bay. The wonderfully rich chocolate soils of the Brazos, stretch through its very heart, constituting a backbone of real estate, so fertile and varied in its productions, that were ten millions of people to-day settled upon its almost inexhaustible lands, they would all thrive and enjoy ample elbow room. Here farming, stock-raising, fruit-growing and manufacturing, with other pursuits, may all prosper, each little neighborhood supplying all the local facilities for success. For instance—a man of small means wishes to grow some corn, some cotton, some wheat, rye, oats, Hungarian grass, millet, Chilian clover, California clover, all kinds of garden vegetables and fruits, as well as raise more or less cattle, horses, mules, sheep, goats, swine and poultry; right in this part of Texas, he can readily combine all of the resources on one farm to operate with. There are numerous localities in all parts or districts of Texas where this may also be done—but they are not so plentiful as in Central Texas.

This portion of Texas is also, at present, best developed by railroads. It is also well watered, although the water is known as limestone water. The soil in the river bottoms or valleys is alluvial, and as rich as the poet's fancy of the Nile. The Colorado and its tributaries supply many never-failing water-powers.

The prairie soil is nearly all of the same quality, being black, waxy and very productive. It is a limy soil, with a gray clay subsoil.

Nearly all the sugar now raised in Texas is produced in the counties of Brazoria, Matagorda, Fort Bend, and Wharton, lying on the coast portion of this district of the State.

The Galveston, Houston and Henderson Railroad (50 miles completed and operating), is in this district. Also the Houston and Texas Central Roailroad, now running from Houston to Corsicana, in Navarro county (210 miles), and pushing ahead rapidly towards Preston, on Red river. Its Western Branch, from Houston to Austin, on the banks of the Colorado (160 miles), will be completed and opened to the public before Christmas next. The Houston and Brazoria Railroad, from Houston to Columbia, on the Brazos (50 miles), is now running in this district. The Galveston, Harrisburg and San Antonio Railroad (now operating 84 miles), is also in this locality. The International Railroad one of the grandest enterprises of the day, and of which we shall speak more fully elsewhere, traverses Central Texas in a direction from northeast to southwest, and will, in a few weeks more, complete and open to travel and commerce, nearly a hundred miles in this central district. The Houston and Great Northern Railroad, will also swell the number of miles of completed railroad track in Central Texas, from Houston to the Trinity river (87 miles), very shortly.

Thus it will be seen, that while Central Texas combines as great a variety of substantial material advantages as other portions of the State, it has also been more fortunate in receiving the attention of the railroad men of the country, and in this particular has a most decided start over all other districts.

Many of the most reliable cereal lands in Texas are found in the upper counties of this sub-division. It is decidedly the best wheat-growing portion of the State.

As regards the salubrity of its climate, it is hard to surpass—but if it can be beaten, it is only Western Texas that can beat it.

Western Texas—or the Country Between the Colorado and Rio Grande.

Here is the poet's and painters' *beau ideal* of a country—a country full of romance and historic legends, with picturesque streams and landscape jewels existing in multitudinous forms and numbers. A country rich in agricultural resources, and yet unsurpassed anywhere in the wide world, as a cattle, horse, mule and sheep-raising country.

In area it is immense. Its principal water courses are the Colorado, Guadalupe, San Antonio, Nueces, and Rio Grande, with such smaller but perpectly lovely little rivers, as the San Marcus, Comal, Blanco, Medina, San Saba, Rio Llano, and Rio Frio; besides a great many other still lesser ones too numerous to name here.

This part of Texas is peculiarly the home of the honest, hardy, money-making *ranchero*. Here his cattle and his flocks can graze upon a "thousand hills," with "none to molest or make afraid." While there are many other portions of Texas in which stock-raising can be made very profitable, there are none at all in which all the advantages are so admirably combined as in Western Texas.

The central portion of Western Texas is regarded as the best sheep country in the State. It is a broken, high rolling country, supplied with an abundance of rocks and clear rippling streams and excellent grass. The sheep are very fat, grow magnificent fleeces, and owing to the mild climate the herders are very successful in raising the lambs, the percentage of loss being almost nothing.

The landscape scenery of the river valleys is ravishingly beautiful, and the lands unsurpassed in fertility. In fact, we may say, that nearly all of the lands in Western Texas, except in some parts of the northwestern portion, are very rich and productive. The soil is of the black, sticky prairie variety, mixed here and there with sand—the only drawbacks to successful farming are the occasional droughts. But there are an abundance of streams with which to supply irrigation, and where it is resorted to the best of crops are always made. Time will develop this interest in Western Texas.

Of the vast stock interests which now exist in this district of Texas it is almost impossible for the uninitiated to form an idea. We suppose that this part of Texas must contain in the neighborhood of three million head of cattle, to say nothing of the horses, mules, sheep, goats and swine, which also abound.

If all the horned stock in the United States were pastured upon these broad savannas of nutritious *Mesquit* grass, we are of the opinion that they would find ample subsistence from one year's end to another; and this appears to be the best form of expression which we can adopt to convey something of a practical idea of the immensity of the resources which exist in these Western Texas pastures.

Many New Yorkers and Boston people cry out against Texas beef. We simply tell these people that they have never tasted any Texas beef. A man who eats a piece of Texas beef, driven five or six months to market, or what is worse still, shipped in ships and cars, five or six days *en route* to market, and starved and fretted all the time, has no more idea of good Texas beef than if there were no such article.

Why, in the slaughter-houses of all Western Texas, better meat is thrown away or given to the dogs and hogs than a majority of the people in New York and Boston can procure.

Only last year, one man, Mifflin Kenedy, in this part of Texas, slaughtered nearly 10,000 cattle for their hides, horns and tallow. This seems like a great sin, when we think of our starving poor in the North, but there was no way of getting this Texas beef into Northern markets. When properly cooked, we have time and again eaten Texas beef that we thought much sweeter and more tender and juicy than spring chickens; and when a way shall have been provided, as will be the case after the International Railroad once penetrates this great cattle district, by which Texas beef, fresh from the emerald grasses and crystal streams which here abound, can be placed before Northern epicures, we shall have no fears of their judgment on the merits of Texas beef. We believe they would, like us, pronounce it equal to the best in the world. This is a consummation most devoutly to be wished for. Texans want more money for their beef, and the whole North want more beef for their money. The International Railroad, which will unite Western Texas and New York city, almost in an air line, will be completed inside of the next three or four years, and then, New Yorkers and Hubites, you can enjoy your "Porter House

steaks" at fifteen cents per pound; and Texans, your "six year olds" will be worth, at home, at least from $30 to $45 per head. Refrigerating steamships may also do this work.

The salubrity of the climate in Western Texas is not equaled by any other part of the State. It is an old joke among the inhabitants, that "no new town can ever start a graveyard without importing a corps from some Northern potters' field."

Extreme heat or cold are seldom met with throughout the year. The Gulf breezes prevail day and night, and the nights supply the most refreshing slumbers that even a Rip Van Winkle could aspire to.

Consumptives and all pulmonary symptoms are cured by the *pure airs* of Western Texas, if the afflicted ones will only go there in time. You will need no drugs and no doctors. It is true that in the towns and cities of this district, doctors exist and make a living, but in these localities many people contract habits of dissipation which send them to the doctor. But in all of our personal acquaintance in Western Texas, after a residence there of many years, we don't know of a single rural neighborhood where a physician resides who makes a living by practicing his profession alone.

A gentleman of veracity who lived in Blanco county once wrote to a friend that there was but one doctor within twenty-five miles of his house, and, said the writer, "he has to make a living by tending a saw-mill."

The whole Gulf coast of Texas is beautifully indented with charming bays, which literally swarm with the choicest of fish, oysters and turtle—some of the last named of which will weigh from six hundred to a thousand pounds.

Western Texas is particularly fortunate in the possession of its beautiful rivers and fine water powers and its lovely bays and inlets. Here may be found all the wild aquatic fowls of the temperate and semi-tropical zones.

With anything like a thorough system of agriculture we believe that a large majority of the season would produce good crops of corn, cotton and garden vegetables, in most of the country south of San Antonio; while the country around San Antonio and north of it, owing to its elevation, is a very reliable district for such grains as wheat, oats, rye, barley and millet, as well as corn and cotton.

Most fruits, except apples, do well here, and there are some very fair apples raised in San Antonio. The average annual fall of rain is from twenty-eight to thirty odd inches of solid water. This is more, much more than is needed to make a crop, if it only came just when the growing plants required it. Where irrigation is resorted to, two crops a year are commonly produced. In Western Texas the Castor bean is indigenous to the soil. Chinese sugar-cane grows everywhere when once planted.

Indianola is the principal shipping port; though Lavaca, Rockport, Corpus Christi, and Brazos Santiago are also very good ports and maintain a regular commerce with the outside world.

The expenditure of a few hundred thousand dollars to open the sand bars which obstruct the entrance to the harbors, would make any and all the points named good average seaports.

It is believed that very rich mines of coal, copper, lead and silver exist in this district. Good coal has been discovered in a number of places. Only very recently, Professor Roessler discovered *excellent bituminous* coal in the counties of Erath, Eastland and Palo Pinto, which are situated directly north of San Antonio. These deposits are eleven feet in thickness and of many miles in extent.

The same gentleman has also found ample indications of vast iron ore deposits in many counties in Central and Eastern Texas. These mines were worked very successfully during the late war.

In Llano county, situated only about 100 miles north of San Antonio, Professor Roessler, in company with Mr. Lockhart, a citizen of Llano county, visited a recently-discovered argentiferous lead mine, with a two-foot vein, which yielded over $300 of silver to the ton of ore. Mr. L. is the original discoverer of this great source of wealth only a few months since. It is on the headwaters of Babyhead Creek, ten miles north of the town of Llano. A company is being formed to work it.

The railroad interests of Western Texas are now springing actively into life for the first time since the close of the late war. Under this head and in connec-

tion with the growth, prosperity and resources of Western Texas, the Indianola *Bulletin* gives the following able article:

WESTERN TEXAS AND THE GULF—WESTERN TEXAS AND PACIFIC RAILROAD.

This important railway that is now in successful operation as far as Victoria is attracting more attention than is generally supposed. With its terminus at Indianola, the best, most eligible, and by far the safest harbor and seaport on the Gulf coast, with a bar at the entrance susceptible of being deepened several feet and otherwise improved at a comparatively small outlay, when the magnitude and importance of the work is considered, renders our locality and position the object of much speculation and thought among capitalists and other enterprising and far-seeing men interested in the progress and prosperity of all that region of Texas lying west of the Colorado, extending to the Rio Grande river—its Western boundary—embracing within its area an extent of country of the greatest fertility and productiveness, capable of supporting twenty millions of human beings.

All these vast regions are as yet but sparsely populated, because of the want of artificial roads; and it is only recently that railroads and other internal improvements have been set on foot, and one of the results of these enterprises is the construction of the Gulf, Western Texas and Pacific Railway.

The prospects of its speedy completion to San Antonio and Austin is very auspicious; favorable projects for its early construction westward are now agitating the citizens of all the western counties along its route, who are deeply interested in the growth and advancement of Western Texas.

Meetings have and are being held in the principal towns and cities of the west, to take into consideration the propositions tendered to the different counties to take stock in the road by subscribing the bonds of the various counties interested, thus giving the citizens of Texas the privilege of controlling its main interests by the counties and towns becoming shareholders and directors of the road. Austin and San Antonio are most deeply interested in the progression of this railroad, the route being the nearest and most expeditious, and, consequently, the cheapest to the Gulf waters, bringing ocean navigation one hundred miles nearer to their important cities than to Galveston, at a saving of cost of construction and rolling stock of over two millions of dollars, besides the great saving in the cost of freight.

The destiny of this road is an important one, not only to the interest of Western Texas, but its advantages in securing the nearest and most accessible route across the continent to the Pacific slope—the distance not being much over one thousand miles to San Diego from San Antonio, or seven hundred miles to the best harbors on the Gulf of California from Indianola, to which points the road in its connection must ultimately extend, securing a safe and easy travel of very little over twenty-four hour's time from Indianola to the Pacific shores, at the rate of thirty miles per hour speed. Then again the climate, mild and salubrious the year round, gives it at once the preference over a more northern route of several days duration through the snow, ice, and other obstacles to speedy traveling, rendering delays dangerous, and often long and vexatious, to those who love safety and comfort in railroad travel.

The rapid extension of the road will at once populate the county with an industrial, agricultural and pastoral population, whose united efforts and productions must find an outlet to a market from this port.

Railroads fill up a country, increase its productions and create business and manufactures, and otherwise enhance all kinds of industries. Western Texas by virtue of its fertile soils, fine running streams, suitable for innumerable mills and manufactories of every conceivable description, is yet a wilderness, and only needs railroads for its productive lands to teem with a hardy and enterprising people. The cottons and wools, the cereals, wheat, rye, oats, the sugars, the fruits, the meats from the natural pastures, together with other innumerable productions, not forgetting the quarries of marble and stone, the silver, copper, coal and iron ores—that abound in profusion and only need a railroad transportation and enterprise to develop—all combined are produced in Western Texas, constituting it a world in itself, with different soils, temperatures, and consequently varied agriculture, making altogether one of the most desirable countries in which to dwell in the known world.

Fine breezes, temperate climate, health and long life are the main attributes of Texas. Labor requires less exertion than any other country; a poor man with

small means soon becomes independent by the use of proper industry and thrift, which, together with social refinement and strict morality of character of the main portion of its citizens, and the love of schools and churches, makes the land of Texas equal, nay, superior to all others on the face of the earth.

The completion of the Gulf, Western Texas Railroad will develop its resources and productions to its fullest extent, making it the richest country in the world in proportion to its extensive limits.

Is it any wonder, then, that so much interest should be taken in the construction of this important thoroughfare, that is to connect over the shortest and most feasible route with the greatest highway of modern times? Extraneous efforts have been made to crush us out, to keep back our progress and prosperity, but it was of no avail. Without capital, without resources, our natural advantages alone have sustained us, until our surprising growth and increasing commercial prosperity attracted hither the substantial capital of men of brains and experience, whose far-seeing eyes have penetrated the future prosperous destiny of Western Texas, and the happy eligibility of Indianola as an important seaport, and the results of their researches and investigations have culminated in the construction of the Gulf, Western Texas and Pacific Railway.